So. S. F. is a Manufacturing City

The Enterprise

Western Center of the Steel Industry

A HOME TOWN PAPER FOR HOME TOWN PEOPLE

VOL. XXVIII — SOUTH SAN FRANCISCO, SAN MATEO COUNTY, CALIF., FRIDAY, FEBRUARY 25, 1921. — NO. 8

RECORD ACROSS COUNTRY IS BROKEN

TRIP FROM SAN FRANCISCO TO NEW YORK MADE BY AIR IN THIRTY-THREE HOURS; FLYERS TRAVEL NIGHT AND DAY.

All records for a journey across the United States were broken Wednesday afternoon when an airplane which left San Francisco Tuesday arrived in New York a trifle over thirty-three hours later. The plane carried six bags of mail.

Pilot Allison delivered the mail in New York. This ended an epochal trip. The journey was made by continuous flying by night as well as by day and the best former record was more than cut in two, it having been seventy-nine hours and forty-four minutes. This former best record, also, was made in day flying only, which makes the new record all the more remarkable.

One pilot, Captain William E. Lewis, was killed on the journey at Elko, Nev. His plane fell in a tail spin and the pilot died in the plunge, but the mail was immediately loaded on another plane and continued on its journey.

The longest single lap of the journey was made by Pilot Jack Knight, who flew the 1200 miles from Cheyenne to Chicago in the night. Allison made the flight from Cleveland to New York. The flying time from San Francisco to Chicago was twenty-seven hours, the best previous time being seventy-two hours.

BOY SCOUTS DO GOOD WORK IN REORGANIZING TROOP

There was a good attendance of the members of the local Boy Scout troop at Grace parish house Monday evening. Encouraging progress in reorganizing the troop was made. Scoutmaster E. H. Moloney drew up a roster showing each boy's status, and emphasized the wisdom of saving up now for the summer camp. He recommended going to the big camp this year. He stated it will be less expensive than other forms of vacation and that every boy needs the instruction and discipline received there and also a broader vision of the entire scout movement.

During the evening the boys went to the high school gymnasium and went through some lively calisthenics under the direction of I. Larimore. A brisk game of basketball completed the evening.

At next Monday night's meeting the revised standing test books will be distributed and further arrangements made for instruction and examination. Scouts who are behind with their registration fee are requested to come Monday night prepared to take this matter up. The meeting hour is 7 o'clock, the place Grace parish house at the corner of Grand and Spruce avenues.

SO. S. F. WATER CO. FILES 1920 REPORT

The State Railroad Commission has announced the report of business transactions for 1920 recently filed with it by the South San Francisco Water Company. This report shows that the profits accruing from the supplying of South San Francisco with water are nil, the operating loss for the year being over $2000.

Figures as follows were taken from the report: The operating revenue of the company amounted to $49,167.21; the operating expenses were, $51,774.01, giving a net operating loss of $2606.80. Miscellaneous non-operating revenue amounted to $2764.63. Interest, rent and other deductions totaled $101.18. The net corporate income for the year was $56.65. The surplus at the beginning of the year amounted to $8499.43. Miscellaneous additions to surplus for 1920 amounted to $3.80 and miscellaneous deductions were 60 cents. The accumulated surplus at the end of the year amounted to $8559.28.

Read our ads before buying.

CITY WILL IMPRISON FIRE BOX MEDDLERS

Severe Punishment to Be Visited on All Caught Tampering; Another Soft Drink License Granted.

"The cops will git ya if ya don't watch out," or if you do ring in false alarms on the new electric fire alarm system installed by the city of South San Francisco. This was made clear at the meeting of the city trustees Monday night, when Fire Chief Truax and others stated that several false alarms have already been rung in. A new city ordinance will be drawn, making it a serious offense punishable by a jail sentence to tamper with any of the fire alarm boxes except when a fire alarm is to be given.

All of the city trustees were present at the regular meeting of the board Monday night.

The application of Adolph Baradat for a license to conduct a soft drink store at 318 Grand avenue was granted. Baradat is now having the place remodeled.

Another application for driver of the city fire truck was received, Henry W. Costa being the applicant. About a dozen applications have now been received. Louis Nieri also had an application in, this being his second one. Nieri was one of the first to apply for the position.

H. H. Smith, mayor of Daly City, was at the meeting to make application to buy the fire bell formerly used by this city. As it appeared possible that South San Francisco might at some future time have use for the bell, it was decided not to sell it but to loan it to the neighboring town. Trustee Eschelbach suggested jokingly that Daly City be loaned the bell with the option to buy later. It was finally decided to loan the bell until such time as South San Francisco might call for it. Mr. Smith made a genial talk on the pleasant relations existing between the two towns, and in thanking the trustees for the loan of the bell, expressed a hope that such relations might continue. Daly City's mayor also touched upon the prospect that his city will also install a new electric fire alarm system before long.

A communication from the Union Oil Company in reply to one from City Clerk McSweeney, applying for the rate on fuel oil on contract, stated that the company was not signing any contracts just now. A present price of $3.51 per barrel of forty-two gallons was quoted.

The application of William J. Hyland for a refund of city tax money paid was allowed, on the showing that the applicant was a veteran of the late war and therefore, under state law, exempt from taxes on property to an appraised value of $1000.

A letter from the South San Francisco Manufacturers' Association made inquiry as to whether the city expects to complete at this time the unfinished portion of the sewer system. As such completion involves the constructing of a large and expensive culvert under the Southern Pacific tracks, and as the form this culvert is to take has been under discussion between railroad officials and City Engineer George Kneese for some time, and as it is also impracticable to make the culvert while the wet weather lasts, City Clerk McSweeney was instructed to reply that the matter of the completion of the sewer would be taken up again within a short time.

A letter from the Gamewell Electric Fire Alarm Company requested that the city officials sign an acceptance blank enclosed, taking over the new fire alarm system installed here. On the representation of City Electrical Inspector C. F. Schurk that certain parts of the system were not yet in a condition to be accepted, this matter was laid over to a later meeting.

A communication from the Pacific Fire Extinguisher Company asked the approval of the officials to a plan to sell extinguishers in South San Francisco. If a certain number of the small extinguishers are sold in a town, the city will be given a special rate on fire fighting equipment. As it was the concensus of opinion among the trustees that these extinguishers are of a very high grade and that the danger of fire here would be greatly lessened if many were in the hands of business houses, the endorsement requested was given.

Bills against the city were audited and ordered paid.

"JACK" KELLEY BUYS BUSINESS AT LOS GATOS

Well-Known Former Employee of Western Meat Co. Buys Market.

After twenty-seven years of service with the Western Meat Company, J. H. Kelley, formerly a city trustee of South San Francisco and known to nearly everybody in this city as "Jack" Kelley, has severed his connection with the big packing concern and will start in business for himself. Associated with Mr. Kelley will be M. McArthur, formerly assistant superintendent at the Moran packing plant, now the packing house of the Virden Company. Messrs. Kelley and McArthur have purchased a meat market at Los Gatos, and after years of experience with the wholesale end of the meat business will try out the retail end.

Mr. Kelley's family will retain their residence on Miller avenue in this city for the present, with the prospect that later they will move to Los Gatos. Mr. McArthur is now living at San Mateo, and also plans to make his home later at Los Gatos.

YOUNG PEOPLE GO ON HIKE TO SPRING VALLEY LAKES

A jolly party of young people left South San Francisco early last Sunday morning for a hike to the Spring Valley lakes. The course taken on the long walk was past Uncle Tom's Cabin at San Bruno and over the hills, the return being made by way of Lomita Park. Box lunches were taken. Many pictures were taken during the trip and a merry time was spent. Those in the party were Irene Dieu, Helen Schmidt, Gladys Ryan, Marie Burns, Harlow Dotson, Frank Dieu, Arthur Mathieson, Newell Stearns, and Reginald Jacques of South San Francisco, Jeanette Couran of San Bruno, Eddie Batchelder of Lomita Park, Neva Leathers, Janie Gibson, Annie Develin, Walter Hines, Ralph Welch, A. Haeggerty, J. La Rue and Mrs. J. La Rue of San Francisco, and Emily Starr of Oakland.

OBSERVE BIRTHDAYS OF GREAT AMERICANS

South San Francisco Schools Hold Exercises Tuesday.

The birthdays of George Washington and Abraham Lincoln were observed at the schools in South San Francisco Tuesday with fitting exercises. It was decided some time ago that the two days, coming so close together, would be observed together, and this was accordingly done.

At the grammar school each room held its exercises separately. These consisted of patriotic songs and recitations by the pupils.

At the high school the exercises were held in the auditorium and all the classes assembled for the occasion. The principal number on the program was an address by Judge E. E. Cunningham. This took the form of a brief history of the Lincoln family. Judge Cunningham has made a close study of the life of Abraham Lincoln and the history of his family, and his address was of such universal interest and value that it is given in full on another page of today's issue of The Enterprise. Patriotic songs by the assembled students preceded and followed Judge Cunningham's address.

REV. E. H. MOLONY TO SPEAK ON SUBJECT OF ALASKA DOGS

"The Alaska Dog; 2300 Miles With Him," will be the topic at The Forum Sunday night. The Rev. E. H. Molony will be the speaker. Alaskan views and pictures of dog teams will be shown, and beautiful samples of Eskimo bead work will be on display. Open discussion and questions will be invited. Miss Alice Stearns will sing, accompanied by Jack Martin. The public is cordially invited. Hour, 8 o'clock.

WOMAN'S CLUB TO MEET.

The Woman's Club will hold its regular meeting at Fraternal Hall, March 3d, at 2 p. m. The pupils of the grammar school will render a program under the direction of Miss Helen Carmody.

HIGH SCHOOL PLAY IS WELL PRESENTED

Students Stage "Stop Thief" Before Audience That Taxes Hall.

Thursday evening, February 17th, the student body of the South San Francisco high school presented "Stop Thief," with great success. Long before the curtain rose practically every available seat was filled.

The difficult role of Jack Doogan was finely handled by Raymond Spangler, while Edith Broner, as the lovely bride, interpreted her lines with rare grace. Alma Stahl, the classy lady's maid, and Bernice Holbrook, the stately wife of absent-minded Mr. Carr, displayed real histrionic ability, especially the latter in her fainting scenes.

But one of the best hits of the evening was Reese Lloyd, the kleptomaniac bridegroom, Cluney, who was effectively supported by James Diggles, the bondholder; Ambrose Aylworth, the detective; Elmer Vaccari, the bride's father, and Charles Smith, the doctor, with Joan, his lady love, Hilda Elmers, and Caroline, her dainty sister, Sarah May Doak.

Sergeant of Police Ernest Bonalanza with his corps of officers, Thomas Doak, Wesley Dotson, and Charles Dunlap, might have stepped from the ranks of the city's police force, so realistic was their impersonation.

One of the finest features of the program was the music furnished by the orchestra composed of Messrs. William Spangler and A. W. Claussen, Miss Anna Smith, and Raymond Spangler.

A picturesque scene between acts was the selling of peanut butter and Turkish delight candy made by the domestic science department, the sugar for which was donated by the teachers and students. Dressed as flower girls with May baskets, the following misses from the junior high school and low freshman class made a very pretty sight as they vended their sweets: Mary Wallace, Leta Lloyd, Cecelia Carmody, Elva Dinning, Imelda Smith, Dorothy Cohen, Elva Ferrario, Myrtle Dukeman.

STUDENTS TO MANAGE DEPT. IN ENTERPRISE

Blue and White to Be Exclusively Work of High School Students.

A new department of especial interest will appear in next week's Enterprise. It will be called The Blue and White, after the school colors of the South San Francisco high school, and will be written and edited entirely by high school students. According to present plans The Blue and White will appear weekly. The editor of The Enterprise will give the young journalists full sway, to the end that all that appears in their department will bear the stamp of their own individuality. It should prove a department of unusual interest to not only the students themselves but to their relatives and friends and the general public as well.

The following staff has been elected by the student body to gather and edit material for The Blue and White: Raymond Spangler, editor; Edith Broner, senior class; Bernice Farrell, junior class; Alexis James, sophomore class; Ambrose Aylsworth, high freshman; Alpheus McGovern, low freshman.

LADIES' AID MEETS AT HOME OF MRS. D. N. STEARNS

The Ladies' Aid of St. Paul's Methodist Church met Wednesday at the home of Mrs. D. N. Stearns on Commercial avenue. About a dozen members of the society were in attendance and each came prepared with lunch, which all enjoyed together at noon. The afternoon was spent in sewing. Mrs. Emma Savage, formerly of this city but now of San Francisco, was a guest.

CARD OF THANKS.

Mrs. McGrath and family desire to thank the many friends for their kindness and sympathy and for the many beautiful floral offerings in our late bereavement in the loss of a son and brother.

Mrs. McGrath and Family.

FERRY COMPANY PRES. TALKS TO CHAMBER

Tells of Plans of New Transportation Company to Establish Line on San Francisco Bay.

The members of the South San Francisco Chamber of Commerce, who assembled at the city hall Wednesday night for the Chamber's regular meeting, were addressed by Forbes H. Brown, president of the Six-Minute Ferry Company, which proposes to operate a line of ferry boats between Oakland and San Francisco. Mr. Brown told of the pressing need for better auto transportation across San Francisco bay, the condition that had led up to the formation of his company. He then told of the two ferry lines his company is at present operating between Vallejo and Mare Island and between Mare Island and Crockett, and the pronounced success these ferries are achieving. Mr. Brown told of the two new boats about to be built for his company for the San Francisco-Oakland run. These boats will have a capacity of eighty cars, besides passengers, and will make the trip across the bay in eighteen minutes. He stated he would, if possible, secure some local business man to represent his company in South San Francisco.

The meeting was also addressed by J. H. Shelley on the campaign to sell Pacific Fire Extinguisher Company's apparatus to the business houses and homes in this city. This movement received the endorsement of the city trustees at Monday night's meeting.

W. J. Martin reported that the S. P. railroad had promised to absorb the switching charges of the South San Francisco Belt railroad as it was now doing on another belt line in San Francisco. This was in response to a request that the railroad do this, made recently by the local Manufacturers' Association and endorsed by the Chamber of Commerce.

Several routine matters were disposed of before the Chamber adjourned, to meet again Tuesday evening, March 8th.

CLASSMATES HONORED AT THE McMILLS HOME

A jolly party took place at the home of Mr. and Mrs. J. McMills, 449 Grand avenue, Thursday night of last week, when James McMills Jr. gave a party honoring two of his classmates from the University of California. These were Jack Trenbath and Mel Sweeney. A happy evening was passed in playing games and refreshments were served. Besides the two young men in whose honor the affair was given, those in attendance were Misses Norma Belli, Lolita Kelley, and Maybelle Spellman, James McMills, Haydn McMills, and Charles Hein.

INJURED IN COLLISION

A damage suit for $462.50 was filed in Redwood City Saturday by W. R. Emerick of South San Francisco against O. L. Johnson of San Jose, as a result of a collision at the corner of Linden and Miller avenues in this city February 7th. Emerick charges in his complaint that Johnson was exceeding the speed limit and driving in a negligent manner, and that the plaintiff's car was damaged in the collision to such an extent that it cost the amount named for repairs.

PLAYERS' CLUB PLANS DANCE FOR MARCH 17TH

A social dansant is being planned by the Players' Club of All Souls' Church for St. Patrick's night, March 17th, in Fraternal Hall. This is the club's first affair this year and it promises to outdo all former events. Music will be furnished by Fagundes and those who attend are guaranteed a better time than ever before.

SO. S. F. YOUNG PEOPLE ATTEND DANCE AT FAIRMONT

A party of young people of South San Francisco attended a dance at the Fairmont Hotel last Saturday night. The dance was given by the sophomore class of the University of California, of which James McMills of this city is a member. A very pleasant evening was reported by those who attended from this city. They were Misses Norma Belli and Maybelle Spellman, James McMills and Joshua Maule.

COUNTY BOARD HAS REGULAR MEETING

T. SCHRAM OF COLMA WISHES TO KEEP HOGS; MORE CULVERTS AT VISITACION CONSIDERED; COURTHOUSE JANITOR NAMED.

A regular session of the board of county supervisors was held at Redwood City Monday.

A letter was received from A. Schram of Colma, recently arrested and fined for violating the county hog ordinance. Schram stated that his place was surrounded by ranches and asked for permission to keep more than four hogs. The communication was ordered filed.

Supervisor Hickey addressed the board on the matter of culverts at Visitacion Valley, which it is claimed are unable to handle the storm water, causing gardens to be flooded. The matter was laid over for future consideration.

The board decided to order six tents to be erected for tubercular patients at the county farm, the patients to be under the care of Dr. Baker, and a special nurse to be employed if necessary. After Supervisor MacBain had addressed the board on the subject of one case which requires immediate attention, the board decided to send the patient to the California Sanitarium.

A communication was received from John McLaren of the San Francisco Park Commission, regarding damage done at Sharp Park near Brighton Beach by a sand bar being broken by recent storms, and asking that members of the board meet him at the point mentioned on February 26th and endeavor to arrive at some solution of the difficulty. As members of the board are attending the convention of supervisors this week, McLaren is to be advised that they will meet him on Saturday, March 5th.

Several applications were received for the position as night watchman and panitor at the county courthouse, and George W. Eikerenkotter was appointed to the position.

A communication was received from Milton Davis regarding the condition of the Woodside-Tunitas road. The matter was referred to SSupervisor MacBain of the Third district.

A petition was received from J. L. Kent et al., asking for the abandonment of certain roads and streets at Moss Station. A hearing on the matter was set for March 14th.

The claim of Stuart E. Smith for $3612 for a rock crusher furnished to the county was allowed by the board.

ASKS HELP OF AMERICAN IN TUBERCULAR WORK

Bernard McCaffery Post of the American Legion has received a letter from the State Bureau of Tuberculosis, asking its co-operation in locating ex-service men suffering from tuberculosis and men discharged from the service because of being afflicted with this disease. The letter states that the bureau is co-operating with the State Board of Health in an endeavor to notify such men that Camp Kearney has been remodeled and is now open with a tuberculosis expert in charge and all tubercular ex-service men will be treated there. The local post took action by appointing L. Howard a committee to act in the matter.

CONCERT COMPANY TO APPEAR AT "Y"

The Harry Angelico Concert Company will give an evening of music and mirth at the South San Francisco Y. M. C. A. next Thursday night, March 3d.

Mr. Angelico is a singer with a rich baritone voice, whose songs are sure to please. He is also a clever character delineator. Other members of his company are artists on the piano and violin.

Secretary Larimore says that he has no hesitancy in booking this company as one of the best that has visited South San Francisco for a long time. The admission is free, but children must be accompanied by an adult.

Flavor!

No cigarette has the same delicious flavor as Lucky Strike. Because—

It's toasted

LUCKY STRIKE CIGARETTE

Guaranteed by The American Tobacco Co.

SAN BRUNO NEWS.

MANY ENJOY FATHERS' NIGHT WITH THE P. T. A.

The "Fathers' Night" meeting of the Parent-Teacher Association, held Monday evening at California Hall, was attended by a very enthusiastic number of fathers and mothers of the community. The membership drive, an annual event, launched during the evening enrolled a good many new members. Last year San Bruno's P. T. A. was the largest organization of its kind in San Mateo county, having a membership of ninety-nine. The members of the association have set a mark of one hundred members and better for the coming year. It is the first association in the state to have a Daddies' Club organized to help carry on its beneficial school work.

During the past year the local association has established a cafeteria at the Edgemont school where a healthful, warm lunch is served to the school children for the small sum of 10 cents. It has been instrumental in securing needed improvements for the schools. The members have no doubt they can secure a larger number of members than the goal aimed at this year, when the parents of the community understand that the benefits sought for by the association help the children and in turn help to advance the community.

Mrs. H. J. Ewing, state president of the Congres of Mothers' Clubs and Parent-Teacher Associations, addressed the fathers and mothers. Her talk was very much appreciated. During the past two weeks the local association has been doubly honored by having both the district and the state presidents speak to and for it.

Guy Hudgins, vice-preincipal of the San Mateo evening high school, spoke briefly of the benefit sto be obtained by attending San Bruno's night school, a branch of the San Mateo school. Classes are held every Monday and Wednesday evenings at the Edgemont school. The local P. T. A. secured the establishment of the night school here after a long, hard, uphill fight, lasting for over a year.

Miss Watson of Oakland spoke on dietetics and the benefits of a school cafeteria, and made helpful suggestions for the local cafeteria.

Steps were taken in regard to improving the Northbrae school gronuds by planting flowers and a lawn. After the meeting refreshments were served and every one left the meeting enthusiastic to carry on the good work.

ERROR CORRECTED.

Last week the following names were omitted, by error of the correspondent, from the article pertaining to the honor society of the San Mateo union high school: Julia Dellamaggiora, Emil Bohm, Harold Honore, Edith Matson, and Elsie Shiedeck. These students were elected to the society on the basis of scholarship.

BREAKS WRIST.

Last Sunday Frank Cochran, son of Mr. and Mrs. S. Cochran of Belle Air Park, broke his right wrist while cranking his Ford.

ST. BRUNO'S CHURCH ENTERED BY ROBBER

St. Bruno's Church was entered late Thursday night or early Friday morning of last week by thieves, who stole the safe in which certain of the church valuables were kept. The safe, which weighs about 250 pounds, was afterward found near the roadside a short distance away. The thieves had been unable to force the stout lock to get at the contents of the safe, but had pried the heavy door open about an inch. They were probably frightened away before they had finished their work. There were no clues left for the identification of the miscreant.

Times Change.

"Some people have queer ideas of Christmas giving," remarked the flat dweller in a reminiscent mood.

"Well?"

"I once received a barrel of cider for a present."

"In the old days, of course?"

"In the old days. And, like the idiot I was, thought I had no place to put it. If a gift of that sort were to come my way now I'd store it somewhere if I had to sell the family piano, give away our phonograph and dismantle the spare bedroom."

GOOD things from 9 sunshiny climes poured into a single glass for you.
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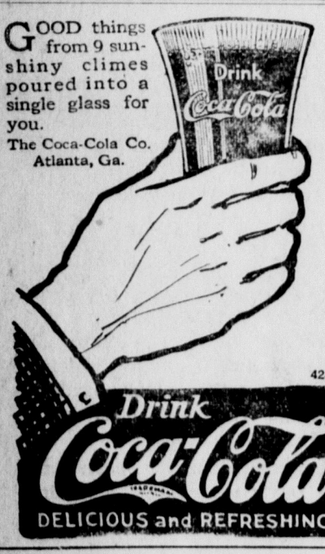

CHURCH NOTICES.

Grace Church—Episcopal.

Rev. E. H. Molony. Telephone 305.

LENTEN SERVICES

Sundays—
8:30 and 11 a. m. Church School, 10 a. m.
Evening services and subjects as announced.

Tuesdays—
All-day meeting of Guild at vicarage.
Service and meditation, 3:45.

Thursdays—
Services and address, 7:30 p. m.

Fridays—
Children's service, 3:45 p. m.

Holy Week—
Monday, Tuesday, Wednesday, Thursday, 3:45 p. m.

Good Friday—
The Three Hours, 12-3 p. m.

March 27, Easter Day—
8:30, 11 a. m. 3 p. m., children's service.

St. Paul's Methodist.

Holy communion service Sunday morning.

Sunday school, 10 a. m. Church services at 11 a. m.

Epworth League, 6:30 p. m. Services, 7:30 p. m.

Junior League Tuesday, 3:30 p. m.

Prayer meeting Wednesday, 7:30.

Christian Science Society of South San Francisco.

Subject of lesson sermon, "Christ Jesus."

Hours of services:
Sunday, 11 a. m.
Wednesday, 8 p. m.
Sunday school, 9:45 a. m.
Fraternal Hall, Grand avenue.

This society is a branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass.

ANNOUNCEMENT.

The regular meeting of the South San Francisco school board will be held the last Thursday evening of each month at the grammar school on Grand avenue, beginning at 7:30. The public is invited to attend.

tf S. S. F. SCHOOL BOARD.

ROYAL THEATER SOUTH SAN FRANCISCO

Program for Week Commencing Sunday, February 27th:

Sunday—Tourneur special all-star cast in "Deep Waters," Pollard comedy and Mutt and Jeff cartoon.

Mouday—Madge Kennedy in "Dollars and Sense." Elmo Lincoln in "Flaming Disc," No. 5.

Tuesday—Marshall Neilan's special newspaper story, "Go and Get It," and Chester comedy, "Four Times Foiled."

Wednesday—Marshall Neilan's special newspaper story, "Go and Get It," and Chester comedy, "Four Times Foiled."

Thursday—Gladys Brockwell in "Sister to Salome." Sennett comedy, "Fickle Fancy."

Friday—Tom Moore in "Toby's Bow." Eddie Polo in "King of the Circus," No. 4.

Saturday—Pauline Frederick in "The Woman in Room 13." Ruth Roland in "Ruth of the Rockies," No. 2. "Alias Aladdin."

Probably He Made a Sale.

"A happy new year!" cried the youngster to the old man who was walking along a quiet suburban road.

The old man's genial face grew thoughtful when he saw that his well-wisher handled a well-made snowball, while a pile of icy ammunition lay at his feet.

"What are you going to do with those?" he asked.

"I'm trying to sell them," replied the lad.

"Why, that's a strange idea! How much are you charging?"

"Quarter the lot!" retorted the businesslike youngster. "An' them as don't buy 'em gets 'em for nothing!"

At Least, Hard to Convince.

Edward and Junior Cahill, five-year-old twins living in Guilford avenue, watched a neighbor killing a chicken in the back yard. They were much interested in the whole process and watched intently.

"He don't know he's dead," one of the lads remarked, as he dodged to escaped the chicken as it flopped about the yard.—Indianapolis News.

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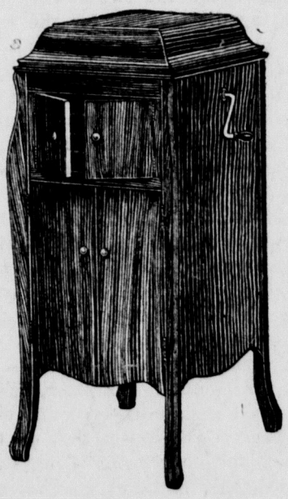

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Some Good Buys in South San Francisco and San Bruno

Good six-room house with fifty-foot lot on Grand Avenue, close in; modern in every way. For a short time only $5,000

Neat five-room cottage with twenty-five-foot lot on Grand Avenue, close in. A very convenient place $3,300

A very good five-room house on a fifty-foot lot in the northern part of town for only $2,100

A twenty-five-foot lot with a good four-room house in front and fair four-room house in rear, Baden Avenue, for $3,500

Two four-room houses on Baden Avenue, right in town; fifty-foot lot. Houses old, but in fair shape; only $3,500

In San Bruno

Good seven-room house on lot 50x100 feet; handy to car line; for a short time on reasonable terms.... $4,750

Good four-room house, furnished, on lot 50x100 feet, in good neighborhood. All goes for $2,100

We have a number of good buys on close-in business property which we can offer on reasonable terms. The price is right.

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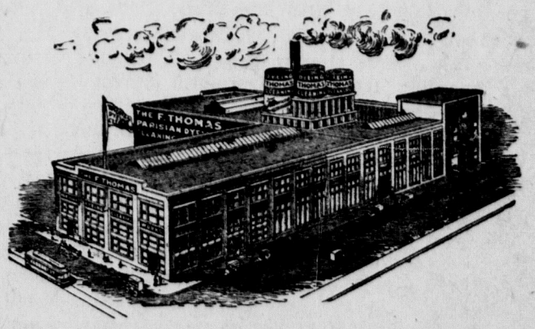

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Woman's World

FOR PLUMP WOMEN

Styles of 1921 Quite in Favor of the Stout Ones.

Even Taffeta Can Be Manipulated to Fall Softly and Flatteringly Over Fleshy Figures.

While there is never a time when the woman of stout, mature lines cannot be fashionably as well as becomingly dressed, a thing that is accomplished with unusual success by certain dress designers, it can be said almost without an exception that the styles for 1921 are particularly favorable to the stout woman, states a fashion correspondent in the Philadelphia Record. Even taffeta, that sprightly fabric associated with youth and slim lines, can be manipulated to fall softly and flatteringly over fleshy figures.

Of course, it will not be in the charming little pointed basque, full-skirted, round-neck, puffed-sleeve frocks which early spring showings are featuring, but in long-waisted models with long pointed openings to the waist to show a lace vestee, or contrasting georgette, with sleeves at least three-quarter length and flowing if not flaring. The skirt may even decide to flare a bit to the sides if the flaring or draping comes low, and length is preserved back and front with soft panels of lace, georgette, or the newer lingerie touches of eyelet batiste or net. The combination of navy and gray in these taffeta frocks is very good, and especially for the large woman.

It is going to be a great temptation to the woman who is taking on flesh to wear gray this spring. Such beautiful frocks are being shown in it, in all its varying shades, but generally speaking it is not a good choice. Of course, there are exceptions. Gray is inconspicuous and in many ways looks better than a whole henna frock say, or one of jade green, but it has a tendency to give a large woman an elephantine appearance, which is never flattering. Better keep to the safe path of dark, receding colors and get your bright hues in trimmings and embroideries. There are several new things in the notebook of the mode that will help the stout woman in this direction. One is the building of a straight chemise frock, let's say in navy canton crepe, over an underdress of henna or gray crepe split to the waist to show the underdress, and the long slit in front from neck to waist doing the same thing. In this way the long straight lines are preserved in the dark material while the underdress helps much to relieve its sobriety.

DECORATIONS WORN IN HAIR

Women and Girls Do Not Venture Out at Night With Their Heads Unadorned.

No maid or matron ventures out at night with her head unadorned. Every woman wears her wreath of laurel with silver filigree or close-set rhinestone leaves. Single strands of diamonds also bind the youthful brow, while diamonds and onyx are combined for the silver-haired matron.

Topaz in a Grecian border bandeau is a favorite headdress for the slender, brown-haired woman, while an iridescent metallic band in American Beauty red is worn with matching slippers and an ivory satin robe. A wreath of fine brown paradise mounted in brilliants forms a delicate aureole for the titian-haired debutante, especially if her shoulders are wrapped in bronze tulle. Diamond butterflies flitting along a silken ribbon will hold the yellow curls of the sub-deb and all her bobbed-hair school chums are begging for diamond-studded barrettes in their short, curled locks.

ANGORA SCARFS ARE LIKED

PRACTICAL RECIPES

For the cold, raw winter day what is more cheering than a bowl of hot, savory soup, a steaming hot chowder, or a well-seasoned stew? Now is the time to take advantage of the possibilities offered by these dishes, which may be made nutritious enough to serve as the main dish of the simple supper or midday meal and yet can be made at small cost.

All of the recipes for the dishes given below have been tested in the kitchen of the Department of Agriculture. Served with bread and butter and a simple dessert they make an economical and a well-balanced meal.

Such dishes are also economical in that they furnish an excellent use for the small quantities of left-over meat and vegetables. Try keeping a stock kettle on the back of the range, put into it the bones and meat trimmings, the bits of meat, fish, or fowl left on the serving platter, the small amount of gravy left in the roasting pan, the bones from the roast, the steak, or the roasted fowl. All of these combined make a rich stock when cooked together, which if used in place of water will add richness as well as flavor to soups, chowders, and stews.

In the same way if a bowl is kept in the refrigerator for the small quantities of left-over vegetables, they may also be added to the soup, the chowder, or the stew, lending a variety of flavors.

Soups

Black bean soup, split pea soup, cream of bean or pea, puree of beans and tomatoes—you can have all of these and many others. They are delicious, inexpensive, and easy to make.

Soak and cook a pint of peas or beans as usual, but take more water, about two quarts, and cook until very soft. Then put them through a sieve. These mashed beans or peas are ready to be made into all kinds of soups by adding the various seasonings, with water and milk, or stock enough to make two quarts. These soups should all have a little flour added to them as a binder to prevent the thick part from settling to the bottom. Mix thoroughly two tablespoons fat with two tablespoons flour, add a little of the hot soup, and stir until it is smooth, then add to the remaining soup, stirring to prevent lumping, and cook for about ten minutes.

Black bean soup or split pea soup.—To the pulp from one pint beans or peas add enough water or stock to make two quarts. Thicken with flour as directed. Season with salt and pepper. The juice of a lemon and one-half teaspoon mustard adds to the flavor.

Cream of bean or pea soup.—To the cooked and mashed pulp add enough milk to make two quarts of soup. Season and thicken with flour.

Puree or porridge of beans and tomatoes.—Instead of milk, tomatoes may be used. Add a cup of canned tomatoes or three medium-sized tomatoes which have been cooked for ten minutes and put through a sieve. If the porridge is too thick, add water or stock. Season and add the flour as directed.

Bean or pea soup with meat.—The peas or beans are soaked as usual and cooked until soft in four quarts of water with meat, either a soup bone or a ham bone, or one-half pound of salt pork or any smoked meat. Remove the meat and put the soup through a sieve. Season and thicken. The cooked meat cut in small pieces may be added to the soup. An onion, several stalks of celery, or soup herbs are good cooked with the soup.

CHOWDERS

Fish Chowders

1½ lbs. fish (fresh, salt, or canned).
9 potatoes, peeled and cut in small pieces.
2 cups carrots, cut in pieces.
¼ lb. salt pork.
3 cups milk.
Pepper.
3 tablespoons flour.

Cut pork in small pieces and fry with the chopped onion for five minutes. Put pork, onions, carrots, and potatoes in kettle and cover with boiling water. Cook until vegetables are tender. Mix three tablespoons of flour with one-half cup of the cold milk and stir in the liquid in the pot to thicken it. Add the rest of the milk and the fish which has been removed from the bone, and cut in small pieces and cook until the fish is tender, which will require about ten minutes. Serve hot. You can omit salt pork and use a tablespoon of other fat if preferred. Salt codfish or smoked fish, rabbit, fowl, or any meat may be used instead of fresh fish, or tomatoes instead of milk. Any desired vegetables may be used in place of carrots.

Vegetable Chowder

Here is a mixed vegetable chowder that is good. It makes a substantial dish. Rice and okra may be substituted for potatoes and carrots, indeed almost any vegetables may be used with or in place of those mentioned.

4 potatoes.
3 carrots.
3 onions.
1 pint canned tomatoes.
2 teaspoons salt.
2 tablespoons fat, or a piece of salt pork.
3 level tablespoons flour.
2 cups skim milk.

Cut potatoes and carrots in small pieces, add enough water to cover, and cook for twenty minutes. Do not drain off the water. Brown the chopped onion in the fat for five minutes. Add this and the tomatoes to the vegetables. Heat to boiling, add two cups of skim milk, and thicken with flour. Celery tops or green peppers give a good flavor to the chowder if you happen to have them, so do finely chopped chives.

STEWS

Hot Pot of Mutton and Barley

1 lb mutton.
½ cup pearl barley.
1 tablespoon salt.
4 potatoes.
3 onions.
Celery tops or other seasoning herbs.

Cut the mutton in small pieces and brown with the onion in fat cut from the meat. This will help make the meat tender and improves the flavor. Pour this into a covered saucepan. Add two quarts water and the barley. Simmer for one and a half hours. Then add the potatoes cut in quarters, seasoning herbs, and seasoning, and cook one-half hour longer. This recipe will serve five people. Rice can be used in place of barley.

Kidney Bean Stew

1 cup dried kidney or other beans.
2 cups canned tomatoes.
½ cup rice.
2 tablespoons flour.
1 onion.
1 tablespoon salt.

Wash the beans, put in a covered kettle, and soak overnight in two quarts of cold water. Cook the beans slowly in the water in which they soaked. If necessary, add more water to cover and continue the cooking until they are nearly tender, usually about two hours. Wash the rice, cut up the onion and add with the tomatoes to the beans. Cook until the rice is tender—about thirty minutes. Mix the flour with a little cold water and stir in carefully to thicken. A small piece of salt pork cut up in cubes and added to the beans at the beginning of the cooking gives a pleasant flavor to the dish.

The Way With Ladies.

"Me and my wife had right smart of a jower day before yesterday, enduring of which I slapped her flat," related a resident of the Straddle Ridge neighborhood.

"I hope the trouble is all smoothed over by now?" returned an acquaintance.

"My part of it is. I always was a forgiving sort of gent. But wife is still going around with a corn knife wrapped up in her apron. Aw, well, you know how ladies are that-a-way; sorter—yaw-w-wn!—ashy and impatient, as it were."—Kansas City Star.

Ambiguous.

"Do Englishmen understand American slang?"

"Some of them do. Why?"

"My daughter is to be married in London, and the earl has cabled me to come across."

"Well?"

"Does he want me or my wad?"—Boston Transcript.

YOU NEVER KNOW, YOU KNOW.

Probably Jimmy Was Wise in His Selection of a Present for His Mother.

Jimmy Clerkenwell and the boy next door were discussing Christmas and Christmas presents.

They had mentioned most of the articles that they would like to receive themselves, and then the talk turned to the various presents that they should give to other people.

"What are you going to give your mother for Christmas?" asked Jimmy.

"Oh, I don't know," was the reply. "I thought of giving her a paper knife."

"A paper knife!" echoed Jimmy scornfully. "What's the good of that?"

"Well, what are you going to give yours?" questioned Jimmy's friend.

"Oh," answered the young sage wisely, "I believe in preparing for war in time of peace. I'm going to give her a pair of slippers with soft soles."—London Answers.

We forgot to mention last week that Allie Hewes was in town recently with a broken knuckle, which he claimed happened when a cow kicked him. His father says Allie doesn't milk, and that anyway he sold the cow, and besides she doesn't kick.—Cimarron (Kans.) Jacksonian.

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Official Paper of the City of South San Francisco
Published every Friday. Office, 312 Linden Avenue. Phone 126.

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The publication of signed articles in the columns of The Enterprise does not necessarily mean that this paper endorses the views of the writers nor will it be held responsible for these views

ROBERT SPEED - - - - Managing Editor
T. BEAUREGARD WILMETH - - - Advertising Manager

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FRIDAY, FEBRUARY 25, 1921.

OH, FOR A WEDELL!

This editorial is a tribute to the retiring city marshal of San Bruno, William Wedell. Why? Because he did his duty while in office like an officer and a man. He is retiring with an excellent reputation and record to engage in private enterprise.

William Wedell's last few weeks in office were noteworthy. They were marked by the arrest of a number of "bootleggers" and "blind pig" operators that infested San Bruno as creatures of like ilk and kidney still infest South San Francisco. Marshall Wedell, appreciating the fact that he was put in office to uphold law and order and to bring to justice those who violated any and every law, co-operated with federal prohibition officers. The arrests mentioned followed. He didn't conduct his office as though it consisted of nothing but a star and a salary. He did not work on the plan that an officer should never trouble trouble till it sprang into his face. He knew that the law was being broken, and worked to the end that the law-breakers came to grief.

Whether or not Marshal Wedell approved of prohibition The Enterprise does not know. Whether or not he approved of it made no difference in his enforcement of that as of all other laws. He was a police officer, and all laws and all law-breakers looked alike to him. He was there to serve the people, and they were served.

William Wedell, our hat is off to you. May you prosper in your new business as you deserve. You were a good officer. Would to God we had one like you in South San Francisco!

USE YOUR PEN.

Write to your senator and congressman occasionally. They need YOUR counsel and advice. Senators and congressmen are not little tin gods, nor yet big ones. They are just human beings like the rest of us—people whom we have picked from our midst and sent to Washington to represent OUR WILL in the affairs of the nation.

Don't get the mistaken idea that your duty ends with casting your vote. That is only the beginning. It is your duty to keep our representatives in Washington advised as to the attitude of this particular community relative to the various matters that come up in congress. Otherwise they will not know what WE think—what WE desire—what WE expect THEM to do, and how they should vote in order to truly represent the people of their districts.

Senators and congressmen receive many letters, but most of them are from professional politicians or people who have an ax to grind. They seldom hear from the rest of us, and as long as we are indifferent to our interests we can hardly complain if they become so themselves.

Write them nice friendly letters and tell them how you stand and how your neighbors feel. They will appreciate it for two reasons. First, because they are really desirous of doing something for us if it is possible for them to do so. Second, they are anxious to keep in touch with the sentiment of their districts, lest they find themselves "in bad" at the next election.

Write to them. You will find that they are quite human, and will be as fair with you as you are with them.

IMPEACHING LANDIS.

A lot of good copy has been furnished newspapers by reason of the impeachment proceedings initiated in congress against Federal Judge Kenesaw M. Landis of Chicago. Landis first came into prominence by his $29,000,000 fine against the Standard Oil many years ago. Since then he has remained in the limelight. It was his sentence of Victor Berger, the Milwaukee Socialist and rejected congressman, that was set aside by the supreme court one month ago. Some people believe that Landis is erratic—anyway he seems the storm-center of sensational happenings such as other judges avoid.

His present principal offense is apparently based upon superficial affairs, and there is not much likelihood that the impeachment proceedings will ever get very far in Washington.

Mrs. Alfred G. Wilkes has broken the Pacific Coast woman's trapshooting record by breaking 94 out of a possible 100 clay birds. Mrs. Wilkes is reported as a crack swimmer, golf-player and shot. We notice that, as in most such cases, nothing is said about her being a crack pie baker, floor sweeper, bed maker, or mother of babies.

In Germany they are said to have found a way of making print paper from leaves of grass. That may work out in Germany, but if any fellow should try it here he would soon find the whole trust burning up his grass. Nothing is permissible in this country that will reduce the cost of paper.

Some foreign governments are worried over the naval construction program of the United States. They shouldn't be. If they let us alone we'll let them alone, but if they step on our toes we are apt to mildly protest.

The heartlessness of some judges is beyond belief. A California woman who was bequeathed a hundred-thousand-dollar pearl necklace was ordered by the court to wear it thirty days of each year.

Having exhausted every other form of innocent amusement, our big cities are now turning to wholesale murder for their daily pastime. It's a popular sport—with the undertakers.

Mr. Harding says he is going to make the vice-presidency an important position. Under the old law of tit for tat we presume Mr. Coolidge will return the courtesy.

The great trouble with the women of today is their beauty. It is so pronounced that some men find it increasingly difficult to remain contented with but one wife.

People who are unable to help themselves should be helped, but those who can and won't should get the boot—rough as it might be on the boot.

Japanese statesmen are said to view the United States with alarm. In that case we suggest that they continue to view us from a distance.

Long prayers are going out of date. Too many people fail to wake up promptly at their close.

Some men are inveterate jokers, which leads one to infer that they are born jokes.

MICKIE

MICKIE SAYS

It is easy not to lose your temper upon some one with whom you don't dare to.

Blushing has gone out of fashion. It ought to; it exhibits self-consciousness to easily.

Europe will have to use its hands to get on its feet.—Greenville (S. C.) Piedmont.

It's a shallow brand of patriotism that doesn't burn as brightly in time of peace as in time of stress. Have you paid your income tax?

A vast amount of newspaper space has been devoted to criticisms of the winter fad of the wearing by our younger generation of high-top arctics, flopping about in an ungainly manner like a ship without a rudder. The best description of these faddists is embodied in the remarks of a member of the Herald force, who stated that "they look like buff cochins."—Groce City (Pa.) Herald.

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GUEST SUES HENRY FORD

This is Morris Guest, well-known theatrical producer, who has started a libel suit for $5,000,000 against Henry Ford. Mr. Guest charges that he was libeled by an article in the Dearborn Independent, published by a company of which Mr. Ford is president.

"PHYSICALLY PERFECT"

Miss Marie Kuhn of New York city, a student in the graduating class of the Bryant high school, has been picked by the experts of the Life Extension institute as "perfect." She is seventeen years old, and is a musician as well as an athlete.

Decadence.

"When you and I were boys," remarked Mr. Twobble to his friend, Mr. Dubwaite, "we read 'dime novels' on the sly. Now, that was red-blooded fiction."

"Maybe it was," said Mr. Dubwaite, thoughtfullly, "but it didn't seem to help us any. We've both landed in swivel chairs."—Birmingham Age-Herald.

MASCOT FOR COLUMBIA

George Keller, dressed as a lion was mascot of the Columbia football squad which defeated New York university by a score of 14 to 7.

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LITTLE LINERS

These little advertisements are tremendous pullers. Try one for whatever you have to sell, buy, rent, or trade, if you want work or to hire help.

For Rent—Storeroom centrally located in business section of South San Francisco. Inquire Enterprise office.

Homes sold on easy terms in San Bruno and South San Francisco. If you want to buy, sell or rent a place, call Geo. Hawkins Real Estate, phone 333. 365 Grand Ave., So. S. F. tf

---

For Sale—Combination gas, coal and wood range; first-class condition; used only two months. Inquire 345 Commercial Ave. Phone 153 1t

---

For Sale—Hatching eggs from Buff Orpingtons, heavy winter layers, $3 a setting; also Buff Orpington rooster, $5. Apply 824 Miller avenue. 4t

---

For Sale—4-room modern bungalow in High School Park; easy terms. Apply, from 4 to 7 p. m., 115 Pine Terrace. 2t

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For Sale—Beautiful china closet, $25; almost new combination coal and gas range, $50. Telephone San Bruno 129. 1t

---

Lost—Near Grand and Spruce avenues, a flower-shaped pin with moonstone petals; $5 reward if returned to Enterprise office. 1t

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You may not agree with all of our editorial opinions, but you will turn right to this page again next week and read what we have to say. We thank you.—Joseph (Ore.) Herald.

Some people are so fond of an argument that they won't even eat anything that agrees with them.—Fayette Advertiser.

SUMMONS.

In the Superior Court of the State of California, in and for the County of San Mateo.

Felicitas Ontiveros, Plaintiff, vs. Jesus Ontiveros, Defendant.

Action brought in the Superior Court of the State of California, in and for the County of San Mateo, and the complaint filed in said County of San Mateo in the office of the Clerk of said Superior Court.

J. W. Coleberd, Esq., Attorney for Plaintiff.

The People of the State of California send greetings to Jesus Ontiveros, Defendant. You are hereby required to appear in an action brought against you by the above named plaintiff, in the Superior Court of the State of California, in and for the County of San Mateo, and answer the complaint filed therein within ten days (exclusive of the day of service) after the service on you of this Summons, if served within said county, if served elsewhere within thirty days.

And you are hereby notified that if you fail to so appear and answer, the plaintiff will take judgment for any money or damages demanded in the complaint as arising upon contract, or will apply to the Court for any other relief demanded in the complaint.

Witness my hand and Seal of the Superior Court of the State of California, in and for the County of San Mateo, this 27th day of January, A. D. 1921.

[Seal] ELIZABETH M. NASH, Clerk.
By C. J. NASH, Deputy Clerk.
2-4-10t

Clothing Prices Cut To One-Half

The world's greatest industry—the clothing manufacturers' business—has suffered more during this decline in prices than any industry in the world. It simply put the clothing business at a standstill. The retail stores have stopped buying, even though they are doing a good business. What are the manufacturers going to do with the enormous stocks on hand? Only one thing left to be done—that is to sell direct to the public. So here goes for the greatest wholesale clothing sale ever seen on the Pacific Coast. A local clothing manufacturing firm which is known all over the Pacific Coast for the high-class goods they have been making, will sell their entire stock for less than what they originally sold them to the storekeepers for. Come direct to 467 Market street and save the storekeepers' and jobbers' profit.—Advt.

Even the man who knows he can't sing isn't afraid to try it in the bathroom.

Land without people is a wilderness; people without land is a mob.—James J. Hill.

SOUTH SAN FRANCISCO FRATERNAL DIRECTORY

Bay City Homestead, No. 5527, B. A. Y., meets every third Wednesday in the month.
Mrs. S. Nieri, Foreman.
H. F. McNellis, Correspondent.

Tippecanoe Tribe, No. 111, Impd. O. R. M., meets every Thursday evening at 8 o'clock in Fraternal Hall. Visiting brothers welcome.
A. Welte, Sachem.
J. Foley, Chief of Records.

South City Lodge, No. 832, L. O. O. M., meets in Fraternal Hall every Tuesday evening at 8 o'clock. Visiting brothers welcome.
Warren R. Emerick, Dictator.
Henry Veit, Secretary.

Francis Drake Lodge, No. 376, F. & A. M., meets at Fraternal Hall first Friday every month for stated meeting.
W. R. Waelty, Master.
G. W. Holston, Secretary.

South City Aerie, No. 1473, F. O. E., meets every Tuesday evening in Fraternal Hall, 8 o'clock.
Geo. A. Kneese, Worthy President.
Daniel Hyland, Secretary.
Visiting brothers welcome.

Bernard McCaffery Post, No. 85, American Legion—Meets at City Hall every Friday evening at 8 o'clock.
A. Welte, Chairman.
Wm. Hyland, Secretary.

South San Francisco Lodge, No. 850, Fraternal Brotherhood, meets in Fraternal Hall first and third Fridays of each month.
Visiting brothers and sisters welcome.
A. A. Whitten, President.
Mrs. Clara Broner, Secretary.

Italian-American Citizens' Club of South San Francisco.—Meets in city hall the second Thursday of each month or on call of the secretary.
HENRY MINUCCIANI, Pres.
H. SCAMPINI, Sect'y.

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A clergyman declares that college students today are not nearly so wild as those of a generation or so ago. This will bring an indignant protest from undergraduates from all over the country.—New York Evening Post.

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HALL'S CATARRH MEDICINE is a liquid, taken internally, and acts through the blood upon the mucous surfaces of the system, thus reducing the inflammation and restoring normal conditions.
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F. J. Cheney & Co., Toledo, Ohio.

REPORT OF DEPOSITS UNCLAIMED DURING PRECEDING TEN YEARS

In the Bank of South San Francisco, at South San Francisco, Cal., as of January 1, 1921. Bank No. 333.

NAME Alphabetical Order—Surname First	Last Known Place of Residence or Postoffice Address.	Alive or Dead	Amount
Maisey, R. W.	Australia	Unknown	$6.04

I, W. H. COFFINBERRY, the undersigned President of the Bank of South San Francisco, located at South San Francisco, Cal., do solemnly swear that the above is a full, true, and correct list of unclaimed deposits of said bank as of January 1, 1921, of depositors known to be dead; or of depositors who have not made further deposits or withdrawn any moneys during the preceding ten years, excepting such as are known to me to be living.

W. H. COFFINBERRY, President.

Subscribed and sworn to this 5th day of January, 1921, before the undersigned, a Notary Public in and for said County.

(SEAL) E. C. HYLAND, Notary Public.

SATURDAY BARGAINS OFFERED BY SOUTH SAN FRANCISCO MERCHANTS

It Will Pay You to Look This Page Over Carefully Each Week

Curusis & Co.

FOR SATURDAY ONLY

Realizing that many people are out of work and that money is scarce

We Have Cut Prices Deeper Than Ever

Remember this store is on the Cash and Carry Plan. This means a Big Saving in Price to You.

Del Monte Pineapple, 2½-lb can, regular price 45c	30c
Del Monte Apricots, 2½-lb can, regular price 35c	20c
Del Monte Peaches, regular price 45c	30c
H. B. Peaches, regular price 45c	30c
Mazola Oil, regular price $2.25 per gallon	$1.95
Jams, Three Diamonds brand, 12-oz jar	25c
Jelly, 12-oz. jar	18c
Jams, Shaws brand, 1-lb can	33c
Tree Tea, regular price 30c package	23c
Mikado Soap, per bar	6c
Pure Lard in bulk, regular price 25c per lb.	20c

Curusis & Co.
243 Grand Avenue
SOUTH SAN FRANCISCO

THE FINEST OF MEATS
AT
LESS THAN CITY PRICES

Meat Still Coming Down

Come in and See Our Display of Fine Meats

SPECIAL PRICES
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BEEF LARD
PORK HAM
VEAL BACON

Vincenzini Brothers
216 Grand Avenue
SOUTH SAN FRANCISCO

DRY GOODS SPECIALS
FOR SATURDAY

Bleached Indian Head, 44 inches wide, soft finish. A yard	35c
Dress Ginghams, in a good assortment of colors and patterns. A yard	20c
Wool Serge Dress Goods, 36 inches wide, navy blue, black, brown, grey and cream colors. A yard	$1.15
Ladies' Fiber Silk Hose, black, white and brown. Regular $1.25 quality	95c
Ladies' Pure Silk Hose. Regular $2.00 quality	$1.35
75c Ladies' Knit Bloomers, white and pink	50c
$1.00 Ladies' Fleece-Lined Underwear	75c
50c Ladies' Fine Ribbed Vests	39c
50c Girls' Fine Ribbed Stockings, black, white and brown, two pairs	75c
45c Boys' Heavy Ribbed Stockings, sizes 6 to 9½	35c

SCHNEIDER'S
227 Grand Avenue
SOUTH SAN FRANCISCO

5 Specials
FOR THIS WEEK IN OUR
MEN'S FURNISHINGS DEPT.

75c Neckties, all silk, pretty patterns, Special	50c
50 to 75c Belts, Special	39c
$5.50 O. D. Flannel Shirts, Argonaut Brand	$4.15
90c B. V. D. Shirts or Drawers, Special	70c
50c Leather Work Gloves, Special	39c

4 Specials
IN OUR
LADIES' DEPARTMENT

$1.00 to $1.25 Girls' Fleeced Union Suits	73c
Jazz Caps Special	19c
$1.00 Infants' Sweaters, Old rose, blue and grey	39c
Big Hair Boas, 3 fancy patterns	35c

A. T. ARNDT
319 Grand Avenue
SOUTH SAN FRANCISCO

3 Big Specials 3

$3.95 Extra Hawes Work Shoe $3.95

SCOUT SHOES

$2.95 $2.95

98c Men's Grey Sweaters 98c

Double S. & H. Trading Stamps All Day Saturday

2 Stores **J. BARKOFF** 2 Stores
THE CORNER STORE
Linden at Grand, South San Francisco
Mission, Near 24th Street, San Francisco

BUICK
Valve-in-Head
MOTOR CARS

Every day sees the motor car more firmly wedded to business enterprises, wherever time is an object and distances have to be overcome, proving itself a benefactor of both industry and humanity.

The BUICK VALVE-IN-HEAD Motor assures a surplus of power. Its endurance and capacity for service are unlimited.

EDGAR H. LEWIS
of the
SERVICE GARAGE
San Bruno Road
Special Representative for South San Francisco

COLMA MOTOR CAR CO.
Distributors

NOTIZIE DALLA CONTEA IN ITALIANO.

COMPAGNIA DI CONCERTI ALL'Y. M. C. A. PER 3 MARZO

La Harry Angelico Concert Co. dara' un intratternmento all'Y. M. C. A. di South San Francisco il promisso Giovedi' sera.

Angelico e' un bravo baritono ed altri membri della compagnia sono artisti di piano e violino.

JACK KELLEY COMPRA UN NEGOZIO A LOS GATOS

J. H. Kelley, gia trustee della citta' ed impiegato di Western Meat Co. per circa venti sette anni, ha lasciato il suo piego con la detta compagnia e porra' un negozio per lui stesso.

In compagnia con M. McArthur gia' sopraintendente del Virden Packing Co., Signor Kelley ha scelto una macelleria a Los Gatos.

IL GIORNO DI WASHINGTON E LINCOLN COMMENORATI NELLE SCUOLE

L'anniversario di Washington e Lincoln furono osservati Martedi' alle scuole di South San Francisco.

All scuola elementare furono tenuti esercizi nelle differenti classi. Alla scuola superiore tutte le classe si riunirono nell'auditorium ed ascoltarono una spiegazione di storia della famiglia di Lincoln data dal Giudice E. E. Cunningham.

I SUPERVISORS DELLA CONTEA RIUNITI NELLA SALA CONTEALE

I supervisors tenero adunanza a Redwood City Lunedi' scorso.

Fu ricevuta una lettera da A. Schram di Colma recentemente arrestato per violare l'ordine contro la tenuta dei porci. Schram domando al concilio il permesso di poter tenere piu' di quattro porci essendo il suo posto circondato da poteri.

La communicazione fu ordinata posta in linea.

Il Supervisor Hickey indirizzo il concilio circa le dighe a Visitacion Valley, statando che le suddette sono inabile a resistere contro la furia delle acque. La questione fu rimessa ad altro riunione.

George Eikerenkotter fu appuntato per disimpegnare la carica di custode e guardiano alla corte della contea.

La domanda di Stuart S. Smith per $3612 per una rompi pietre per la contea fu esaudita.

IL CLUB DEI GIOCATORI DARA' UN BALLO AL FRATERNAL HALL

Il club dei giocatori della chiesa di Tutte le Anime dara' un ballo al Fraternal Hall la sera del 17 Marzo.

Questo e' uno dei primi affari sociali del club dell'anno e si crede che sara' un grande successo.

LA CITTA' CONDANNERA' TUTTI COLORO CHE GIOCHERANNO COI SEGNALI DEL FUOCO

Tutti i trustees furono presenti alla riunione di Lunedi' sera.

Fu rapportato che e' stato dato un numero di falsi alarmi del fuoco dal nuovo sistema teste' terminato e fu deciso con un nuovo ordine che coloro trovati colpevoli di giuocare con le cosette del fuoco saranna incarcerati.

Fu accettata l'applicazione di Adolfo Baradat per una rivendita di bibito leggere.

Fu ricevuta una lettera dal Manufacturers' Association chiedente se la citta' completera' il sistema dei condotti di cloaca nel distretto delle fabbriche.

Una risposta sara' mandata spiegando come la citta' prendera' a considerare la quistione quando la stagione asciutta lo permette.

Una communicazione dal Pacific Fire Extinguisher Company chiedeva l'aiuto dei trustees per poter vendere gli spegni fuoco in questa citta'.

Se un numero speciale di questi fosse venduto un prezzo speciale sarebbe dato alla citta' per tutto quello che essa deve comprare.

L'aiuto fu promesso.

Prima di andare fuori paese a fare spesa leggete le vendite speciale nell'-Enterprise di questa settimana. Guardate per questa tutte le settimane.

Leggette le venditi di A. T. Arndt e guardate nelle sue vetrine.

Per motivo che il Signor G. Bortoli si e' ritirato dagli affari, nel negozio di scarpe e vestiario per uomo situato al numero 104-106 Grand avenue, si e' incominciata una grande vendita, e voi potrete salvare moneta se andrete a detta vendita. Il Signor Roberto Roccucci ha comprato la parte del Signor Bortoli, e da qui' in avanti questo negozio sara' condotto sotto il nome di Santini e Roccucci. Questo negozio e' uno dei piu' vecchi di South San Francisco, essendo stato aperto circa sedici anni orsono.

Yes, Herman, insanity is said to be akin to love—but a man in love doesn't care if he is crazy.

FOOLS MADE BY ROYAL WHIM.

Russian Czar Had Novel Method of Disciplining Those of His Court Who Displeased Him.

Peter the Great was less successful as a jokesmith than he was as a shipwright. He seemed to concentrate his wit upon one formula. Humor to him seemed to consist in making fun of fools or of reducing to the state of fools those who displeased him.

For whenever a noble offended Peter, that noble, by an imperial order, was denominated a fool. From the instant of the publication of the decree the unfortunate victim, no matter how intelligent he was, became the laughing stock of the entire court. He was permitted to talk, but whatever he said was spoken at the peril of his person.

Such an offender might with impunity be kicked or horsewhipped by any one of the court, and he had no chance to retaliate. Everything he did was ridiculed, and whatever he said was treated as a great joke. If he were sarcastic his words were sneered at, or the persons who heard would look at each other and laugh, saying:

"What a remarkable proof of understanding in a fool!"

In Trouble.

Little Donald is interested in nursery rhymes, as his mother always reads them to him when he is tired and sleepy.

One morning when he did not play as usual, she asked:

"Donald, don't you feel well this morning?"

"No," he replied. "I got sheep's in the meadows and cows in the garden."

NOTICE OF COMMISSIONER'S SALE OF REAL AND PERSONAL PROPERTY, PREMISES AND FRANCHISES.

IN THE SUPERIOR COURT OF the State of California, in and for the City and County of San Francisco.—Dept. No. 15.

UNION TRUST COMPANY OF SAN FRANCISCO, a Corporation, Plaintiff, vs. UNITED RAILROADS OF SAN FRANCISCO, a Corporation, Defendant.—No. 113293.

Notice of Commissioner's Sale of Real and Personal Property, Premises and Franchises.

Notice is hereby given by the undersigned, James S. Mulvey, commissioner, appointed by the judgment and decree of the Superior Court of the State of California, in and for the City and County of San Francisco, dated the 4th day of February, 1921, in that certain action, No. 113293, on the records of said Superior Court, and wherein Union Trust Company of San Francisco, a corporation, is plaintiff, and United Railroads of San Francisco, a corporation, is defendant, which decree has been duly entered in the records of said Superior Court; that as such commissioner, pursuant to said judgment and decree and pursuant to an order of sale issued out of said Superior Court on the 14th day of February, 1921, he will, on the 21st day of March, 1921, at the hour of 10 a. m. of that day, at the Polk street entrance to the City Hall, on the westerly side of Polk street, between Grove and McAllister streets, in the City and County of San Francisco, State of California, sell at public auction to the highest bidder, for cash in gold coin, in one lot or parcel and as an entirety, the following described real and personal property, premises and franchises of the United Railroads of San Francisco, to-wit:

REAL ESTATE—CITY AND COUNTY OF SAN FRANCISCO.

All those certain lots, pieces or parcels of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly described as follows;

One: Commencing at the corner formed by the point of intersection of the easterly line of York street with the northerly line of Alameda street, running thence northerly along the easterly line of York street, one hundred and ninety-one (191) feet, five (5) inches; thence at right angles easterly and parallel with the northerly line of Alameda street two hundred (200) feet, to the westerly line of Hampshire street; thence southerly along the westerly line of Hampshire street, one hundred and ninety-one (191) feet, five (5) inches, to the northerly line of Alameda street, and thence westerly along the northerly line of Alameda street two hundred (200) feet to the easterly line of York street and the point of commencement.

Being a portion of Potrero Nuevo Block Number Forty-five (45). Being Parcel No. 1 of said United Railroads Deed of Trust; and also,

Two: Beginning at the intersection of the easterly line of York street with the northerly line of Alameda street; thence easterly and along the northerly line of Alameda street two hundred (200') feet to the westerly line of Hampshire street as now closed and point of commencement; thence easterly and along the northerly line of Alameda street forty (40') feet; thence at right angles northerly one hundred and ninety-one feet and five inches (191' 5"); thence at right angles westerly forty (40') feet; thence at right angles southerly and along the westerly line of Hampshire street as now closed one hundred and ninety-one feet and five inches (191' 5") to the northerly line of Alameda street and point of commencement.

Said parcel of land having been acquired subsequent to the execution of said United Railroads Deed of Trust; also,

Three: All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly bounded and described as follows, to-wit:

Commencing at the northeasterly corner of Bryant avenue and Alameda street: thence running northerly along the easterly line of Bryant avenue two hundred (200) feet; thence at right angles easterly two hundred (200) feet to the westerly line of York street; thence southerly along the westerly line of York street two hundred (200) feet to the northerly line of Alameda street; thence westerly and along the northerly line of Alameda street two hundred (200) feet to the easterly line of Bryant avenue and the point of commencement: being a portion of New Potrero Block Forty-four (44) upon the map of the City and County of San Francisco.

Said parcel of land embraces the parcel of land described in paragraph 2 of descriptions of real estate conveyed by said United Railroads Deed of Trust, and also land acquired subsequent to the execution thereof; also,

Four: Commencing at a point on the northwesterly line of Brannan street, distant two hundred and seventy-five (275) feet northeasterly from the north corner of Price or Eighth and Brannan streets; running thence northeasterly along said line of Brannan street one hundred and thirty-seven feet (137), six (6) inches; thence at right angles northwesterly two hundred and seventy-five (275) feet; thence southwesterly parallel with Brannan street one hundred and thirty-seven (137) feet, six (6) inches; thence at right angles southeasterly two hundred and seventy-five (275) feet to Brannan street and point of commencement, being the westerly half of one hundred vara lot known upon the Official Map of said city as Number (329) Three Hundred and Twenty-nine. Being Parcel No. 3 of said United Railroads Deed of Trust; also,

Five: Commencig at the southeast intersection of Fell and Broderick streets, and running thence one hundred and eighty-one (181) feet, and three (3) inches, easterly along the south line of Fell street; thence at right angles southerly and parallel with the east line of Broderick street two hundred and seventy-five (275) feet to the north line of Oak street; thence westerly along the north line of Oak street one hundred and eighty-one (181) feet and three (3) inches to the east line of Broderick street, and thence northerly along the east line of Broderick street two hundred and seventy-five (275) feet to the place of beginning, being a part of Western Addition Block No. 516. Being Parcel No. 4 of said United Railroads Deed of Trust; also,

Six: Commencing at the northeasterly corner of Jersey and Castro streets, running thence easterly along the northerly line of Jersey street two hundred and eighty-five (285) feet; thence northerly and parallel to Castro street, one hundred and fourteen (114) feet; thence westerly and parallel to Jersey street two hundred and eighty-five (285) feet to the easterly line of Castro street, thence southerly along said easterly line of Castro street, one hundred and fourteen (114) feet to the point of commencement. Being the unsold portion of Parcel No. 7 in said United Railroads Deed of Trust; also,

Seven. All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly bounded and described as follows, to-wit:

Commencing at a point on the southerly line of Carl street, distant thereon westerly one hundred and twenty-seven (127) feet and five (5) inches from the westerly line of Willard street: thence westerly along said southerly line of Carl street to the easterly line of the Byfield tract one hundred and fifty-four (154) feet and one (1) inch, more or less: thence southerly and along the easterly line of the Byfield tract a distance of one hundred and thirty-two (132) feet and six and one-quarter (6¼) inches, more or less; thence easterly and parallel to Carl street ninety-nine (99) feet and eleven and one-half (11½) inches to a point distant from Carl street at right angles to Carl street one hundred and thirty-one (131) feet and ten and one-half (10½) inches; thence northerly at right angles and parallel with Willard street six (6) feet and ten and one-half (10½) inches; thence easterly and parallel with Carl street seventy-five (75) feet; thence at right angles northerly and parallel with Willard street one hundred and twenty-five (125) feet to the southerly line of Carl street and the place of beginning.

Said parcel of land is the unsold portion of the various parcels of land described in paragraphs 8 and 10 of descriptions of real estate conveyed by said United Railroads Deed of Trust; also,

Eight: Commencing at a point on the northerly line of Carl street, distant thereon one hundred (100) feet westerly from the westerly line of Willard street; thence running westerly along said northerly line of Carl street seventy-five (75) feet; thence at right angles northerly one hundred and thirty-seven (137) feet and six (6) inches; thence at right angles easterly seventy-five (75) feet; and thence at right angles southerly one hundred and thirty-seven (137) feet and six (6) inches to the point of commencement; being a part of Western Addition Block No. 740. Being parcel No. 9 in said United Railroads Deed of Trust; also,

Nine: All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly bounded and described as follows, to-wit:

Commencing at a point on the northerly line of California street, distant thereon one hundred and thirty-seven (137) feet and six (6) inches easterly from the easterly line of Walnut street, running thence easterly along the said northerly line of California street a distance of two hundred and thirty (230) feet; thence at right angles northerly and parallel with Central avenue a distance of sixty (60) feet; thence at right angles easterly and parallel with California street to the westerly line of Central avenue, a distance of fifty-six (56) feet and three (3) inches; thence northerly along said westerly line of Central avenue seventy-two (72) feet and seven (7) inches; thence at right angles westerly and parallel with Sacramento street one hundred and forty eight (148) feet and nine (9) inches; thence at right angles northerly to the southerly line of Sacramento street one hundred and thirty-two (132) feet and seven and one-eighth (7 1-8) inches; thence westerly along said southerly line of Sacramento street one hundred and thirty-seven (137) feet and six (6) inches; thence southerly at right angles and parallel with Walnut street to the northerly line of California street and the place of beginning a distance of two hundred and sixty-five (265) feet and two and one-eighth (2⅛) inches; being a portion of Western Addition Block Number Eight Hundred (800) of the City and County of San Francisco;

Said parcel of land embraces the various parcels of land described in paragraphs 11, 12, 14 and 57 of descriptions of real estate conveyed by said United Railroads Deed of Trust; also,

Ten: Commencing on the north line of California street distant one hundred and thirty-seven (137) feet and six (6) inches east thereon from the east line of Locust street; thence running east along California street one hundred and ten (110) feet; thence at right angles north one hundred and thirty-two (132) feet and seven and one-eighth (7⅛) inches, thence at right angles west one hundred and ten (110) feet; thence at right angles south one hundred and thirty-two (132) feet and seven and one-eighth (7⅛) inches to California street and the point of commencement, being a portion of Block 817 of the Western Addition; being parcel No. 15 in said United Railroads Deed of Trust; also,

Eleven: Commencing at the northeasterly corner of California street and Thirty-third avenue and running thence easterly on the northeasterly line of California street one hundred and sixty (160) feet and four (4) inches, thence northerly nine (9) degrees west six hundred and three (603) feet and five (5) inches to the southerly line of Lake street; thence westerly on said last-named line ninety-nine (99) feet and six (6) inches to the easterly line of Thirty-third avenue; thence southerly on said easterly line six hundred (600) feet to the point of commencement; being a part of Block No. 103 of the Outside Lands of the said City and County of San Francisco; being parcel No. 16 in said United Railroads Deed of Trust; also,

Twelve: All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly bounded and described as follows, to-wit:

Commencing at the point formed by the intersection of the northerly line of Frederick street with the westerly line of Willard street; thence northerly along said westerly line of Willard street to the southerly line of Golden Gate Park, a distance of one hundred and five (105) feet and seven and one-half (7½) inches, more or less; thence along said southerly line of Golden Gate Park to the point formed by the intersection of said southerly line of Golden Gate Park with the easterly line of First avenue, a distance of eight hundred and thirty-three (833) feet and three-eighths (⅜) of an inch, more or less; thence southerly along the said easterly line of First avenue to the intersection of said easterly line of First avenue with the northerly line of Frederick street, a distance of one hundred and ninety-two (192) feet and thirteen thirty-seconds (13/32) inches, more or less; thence easterly along said northerly line of Frederick street to the westerly line of Willard street and point of commencement, a distance of eight hundred and forty-seven (847) feet and six and thirty-nine sixty-fourths (6 39/64) inches, more or less; being all of Outside Lands Block Number Seven Hundred and Fourteen (714) (Western Addition Block No. 714), excepting therefrom the following described land dedicated to the City and County for public use, to be known and designated as Frederick street, to-wit:

"Commencing at a point formed by the intersection of the easterly line of First avenue with the northerly line of Frederick street; thence northerly along the easterly line of First avenue seventy-two (72) feet; thence in a southeasterly direction at an angle sixty-six (66) degrees twelve (12) minutes with the east line of First avenue twenty (20) feet; thence on a curve to the left with a radius of 465.625 feet to a point on the north line of Frederick street two hundred and fifty-seven and two-tenths (257.2) feet east of the east line of First avenue; thence westerly along said last mentioned line to the point of beginning; containing an area of six thousand and forty-five (6045) square feet; and being a portion of Block Number Seven Hundred and Fourteen (714), as set forth in the deed of the Market Street Railway Company, dated January 13th, 1898".

Said parcel of land being the unsold portion of the parcels of land described in paragraphs 20 and 21 of descriptions of real estate conveyed by said United Railroads Deed of Trust; also,

Thirteen: Commencing at the point of intersection of the westerly line of Stanyan street with the northerly line of Frederick street; running thence westerly and along the northerly line of Frederick street, thirty-two (32) feet and six (6) inches; thence at right angles northerly, fifty-nine (59) feet and one (1) inch to the southerly line of Golden Gate Park; thence easterly and along the southerly line of Golden Gate Park, thirty-two (32) feet and seven and one-half (7½) inches to the westerly line of Stanyan street; thence southerly and along the westerly line of Stanyan street, fifty-six (56) feet and one and one-half (1½) inches to the point of beginning,

Being a portion of Western Addition Block Number Seven Hundred and Thirteen (713),

Being parcel No. 22 in said United Ralroads Deed of Trust; also,

Fourteen: Commencing on the southwesterly corner of Forty-ninth avenue and B street; thence westerly on the south line of B street sixty (60) feet; thence at right angles south and parallel with Forty-ninth avenue, four hundred (400) feet; thence at right angles east sixty (60) feet to the westerly line of Forty-ninth avenue, and thence at right angles northerly and along the westerly line of Forty-ninth avenue, four hundred (400) feet to B street and place of beginning, being a part of Block Number Three Hundred and Thirty-two and One-half (332½) Outside Lands,

Being parcel No. 23 in said United Ralroads Deed of Trust; also,

Fifteen: Commencing at the point where the westerly line of Central avenue (formerly Lott street) intersects the southerly line of McAllister street, and running thence westerly along the said southerly line of McAllister street a distance of two hundred and seventy-five (275) feet; thence southerly and parallel with Central avenue (formerly Lott street) one hundred and thirty-seven (137) feet and six (6) inches; thence westerly and parallel with McAllister street to the easterly line of Masonic avenue a distance of one hundred and thirty-seven (137) feet and six (6) inches; thence southerly along said easterly line of Masonic avenue to the northerly line of Fulton street one hundred and thirty-seven (137) feet and six (6) inches; thence easterly and along said northerly line of Fulton street three hundred forty-three (343) feet and nine (9) inches; thence at right angles northerly and parallel with Central avenue (formerly Lott street) one hundred and thirty-seven (137) feet and six (6) inches; thence at right angles easterly and parallel with McAllister street to the westerly line of Central avenue (formerly Lott street) sixty-eight (68) feet and nine (9) inches; thence northerly along said westerly line of Central avenue (formerly Lott street) one hundred and thirty-seven (137) feet and six (6) inches to the southerly line of McAllister street and point of commencement, being portion of Block Number Six Hundred and Fifty (650), Western Addition. Said parcel of land embraces the various parcels of land described in paragraphs 28, 29, 30, 31, 32 and 33 of descriptions of that estate conveyed by said United Railroads Deed of Trust; also,

Sixteen: All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly bounded and described as follows, to-wit:

Commencing in the southerly line of Haight street at a point one hundred and thirty-seven (137) feet and six (6) inches westerly from the point of intersection of the westerly line of Schrader street with the southerly line of Haight street; thence westerly and along said last mentioned line one hundred and thirty-seven (137) feet and six (6) inches; thence southerly and parallel with Schrader street one hundred and ninety (190) feet; thence easterly and parallel with Haight street one hundred and thirty-seven (137) feet and six (6) inches; thence northerly and parallel with Schrader street one hundred and ninety (190) feet to the point of commencement, being a portion of Block Six Hundred and Ninety-eight (698), Western Addition to the City and County of San Francisco, according to the official map of the City and County aforesaid;

Said parcel of land embraces the various parcels of land described in paragraphs 34 and 35 of descriptions of real estate conveyed by said United Railroads Deed of Trust; also,

Seventeen: All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly bounded and described as follows, to-wit:

Commencing at a point where the northwesterly line of Howard street intersects the southwesterly line of Tenth street, and running thence northwesterly along the southwesterly line of Tenth street to the southeasterly line of Natoma street, a distance of one hundred and sixty-five (165) feet, thence southwesterly and along the southeasterly line of Natoma street one hundred and thirty-five (135) feet; thence at right angles southeasterly and parallel with Tenth street to the northwesterly line of Howard street one hundred and sixty-five (165) feet; and thence northeasterly along said northwesterly line of Howard street to the southwest line of Tenth street and the place of beginning, a distance of one hundred and thirty-five (135) feet, being a portion of Mission Block Number Six (6);

Said parcel of land embraces the various parcels of land described in paragraphs 37 and 38 of descriptions of real estate conveyed by said United Railroads Deed of Trust; also,

Eighteen: All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly bounded and described as follows, to-wit:

Beginning at the northwest corner of Twenty-fourth street (formerly Sonoma street) and Third street (formerly Kentucky street), running thence north four hundred (400) feet; thence west two hundred (200) feet; thence south four hundred (400) feet; thence east two hundred (200) feet to the place of beginning. Being Lots Number one (1), two (2), three (3), four (4), five (5), six (6), seven (7), eight (8), nine (9), ten (10), eleven (11), twelve (12), thirteen (13), fourteen (14), fifteen (15), and sixteen (16) in Block Number Three Hundred and Ninety-five (395) of the Mission Bay Tide Land Survey. Said parcel of land embraces the parcel of land described in paragraph 41 of descriptions of real estate conveyed by said United Railroads Deed of Trust; also,

Nineteen: All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly bounded and described as follows, to-wit:

Commencing at a point formed by the intersection of the easterly line of Valencia street with the northerly line of Hermann street, running thence easterly along the northerly line of Hermann street five hundred and fifty-five and four thousand four hundred and seventy-nine ten thousandths (555.4479) feet to the northwesterly line of West Mission street; thence northeasterly along the northwesterly line of West Mission street seventy and two thousand nine hundred and seventeen ten thousandths (70.2917) feet to the southwesterly line of Crocker street; thence northwesterly along the southwesterly line of Crocker street one hundred and nineteen and five-tenths (119.5) feet; thence westerly along the southerly line of Crocker street forty-four and six hundred and sixty-six one thousandths (44.666) feet; thence northwesterly along the southwesterly line of Crocker street two hundred and thirty-four (234) feet to the southeasterly line of Stevenson street; thence southwesterly along the southeasterly straight and curved line of Stevenson street one hundred and sixty-eight (168) feet to the southwesterly terminus line of Stevenson street, curved portion of last mentioned line being on a radius of three hundred and seventy-six and eight tenths (376.8) feet; thence westerly along the southwesterly terminus line of Stevenson street forty-one and ninety-two one-hundredths (41.92) feet to the northwesterly line of Stevenson street; thence northeasterly along the northwesterly line of Stevenson street forty-eight (48) feet to a point on the northwesterly line of Stevenson street distant thereon three hundred and seventy-one (371) feet southwesterly from the intersection of the said northwesterly line of Stevenson street with the southwesterly line of Brady street; thence northwesterly one hundred and twenty-four (124) feet to a point on the southeasterly line of Market street, distant thereon three hundred and forty-two and one hundred and fifty-six one-thousandths (342.156) feet northeasterly from the intersection of the easterly line of Valencia street and the northerly line of Hermann street, last mentioned distance being on a curved line of five hundred and forty and eight-tenths (540.8) feet radius; thence southwesterly along the southeasterly curved line of Market and Valencia streets three hundred and forty-two and one hundred and fifty-six one-thousandths (342.156) feet to point of commencement, being a portion of Block Number Fourteen (14) of the Mission Survey of the City and County of San Francisco;

Said parcel of land embraces the various parcels of land described in paragraphs 42, 43 and 44 of descriptions of real estate conveyed by said United Railroads deed of trust, and also land acquired subsequent to the execution thereof; also,

Twenty: Commencing at a point on the southeasterly line of Valencia street which is 336' 6" southwesterly along the southeasterly line of Market street and the continuing southeasterly line of Valencia street from the intersection of the southeasterly line of Market street with the southwesterly line of Brady street; said point of commencement being reached by running south 44° 59' west 274' 7¾" along the southeasterly line of Market street from its point of intersection with the southwesterly line of Brady street to the intersection of the southeasterly line of Market street with the southeasterly line of Valencia street, and thence southwesterly along the southeasterly line of Valencia street to said point of commencement, which said southeasterly line of Valencia street curves to the left on a radius of 540' 3" and is tangent to the southeasterly line of Market street at a point distant thereon south 44° 59' west 274' 7¾" from the southwesterly line of Brady street, and running thence from said point of commencement southwesterly 28' 6" along said southeasterly line of Valencia street, which continues to curve to the left with a radius of 540' 3"; thence south 52° 56' east 124' 0¾" to a point on the northwesterly line of Stevenson street which is distant thereon 347' 10½" southwesterly from the point of intersection of the northwesterly line of Stevenson street with the southwesterly line of Brady street; said line of Stevenson street being parallel with the southeasterly line of Market street and concentric with the southeasterly line of Valencia street, and at every point distant therefrom 124 feet; thence northeasterly along said curved northwesterly line of Stevenson street 20 feet; thence north 46° 37' 22" west 72' 9¾"; thence north 52° 19' 07" west 51' 6⅝" to the point of commencement.

Said parcel of land having been acquired subsequent to the execution of said United Railroads Deed of Trust also,

Twenty-one: Commencing at the point where the northerly line of Washington street intersects the westerly line of Mason street and running thence northerly along said westerly line of Mason street a distance of one hundred and eighty-three (183) feet and six (6) inches; thence at right angles westerly and parallel with Washington street sixty-nine (69) feet; thence at right angles southerly and parallel with Mason street one (1) foot and six (6) inches; thence at right angles westerly and parallel with Washington street sixty-eight (68) feet and six (6) inches; thence at right angles northerly and parallel with Mason street sixteen (16) feet; thence at right angles westerly and parallel with Washington street twenty-two (22) feet and eleven (11) inches; thence at right angles northerly and parallel with Mason street seventy-seven (77) feet to the southerly line of Jackson street; thence at right angles westerly and along said southerly line of Jackson street forty-five (45) feet and ten (10) inches; thence at right angles southerly and parallel with Mason street one hundred and thirty-seven (137) feet and six (6) inches; thence at right angles easterly and parallel with Washington street eighteen (18) feet and nine (9) inches; thence at right angles southerly and parallel with Mason street one hundred and thirty-seven (137) feet and six (6) inches to the northerly line of Washington street; thence at right angles easterly and along said northerly line of Washington street one hundred and eighty-seven (187) feet and six inches to the westerly line of Mason street and point of commencement. Being a portion of Block 190, District No. 1, as per map of John Ginty, Assessor, by copyright of October, 1913.

Said parcel of land embraces the various parcels of land described in paragraphs 45, 46, 47 and 48 of descriptions of real estate conveyed by said United Railroads Deed of Trust, and also land acquired subsequent to the execution thereof; also,

Twenty-two: All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly bounded and described as follows, to-wit:

Commencing at a point on the southeasterly line of Mission street (as widened), distant seventy (70) feet northeasterly from the easterly corner of Mission street (as widened) and Virginia avenue, and running thence northeasterly along the said southeasterly line of Mission street one hundred and seventy (170) feet; thence at right angles southeasterly two hundred and eighty-three and five-tenths (283.5) feet to the northwesterly line of California avenue; thence at right angles southwesterly and along the northwesterly line of California avenue one hundred and seventy (170) feet; thence at right angles northwesterly two hundred eighty-three and five-tenths (283.5) feet to the point of commencement.

Said parcel of land embraces the parcel of land described in paragraph 51 of descriptions of real estate conveyed by said United Railroads Deed of Trust; also,

Twenty-three: All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly bounded and described as follows, to-wit:

Commencing at the southeasterly corner of Turk and Fillmore streets, running thence easterly along the southerly line of Turk street to the westerly line of Webster street a distance of four hundred and twelve (412) feet and six (6) inches; thence southerly along said westerly line of Webster street one hundred and thirty-seven (137) feet and six (6) inches; thence at right angles westerly and parallel with Turk street four hundred and twelve (412) feet and six (6) inches to the easterly line of Fillmore street; thence along said easterly line of Fillmore street one hundred and thirty-seven (137) feet and six (6) inches to the southerly line of Turk street and the point of commencement, being portion of Western Addition Block Three Hundred and Four (304);

Said parcel of land embraces the various parcels of land described in paragraphs 53 and 54 of descriptions of real estate conveyed by said United Railroads Deed of Trust; also,

Twenty-four: Beginning at the southwesterly corner of Turk and Fillmore streets, thence westerly along the southerly line of Turk street four hundred and twelve feet and six inches (412 6-12) to the southeasterly corner of Turk and Steiner streets; thence at right angles southerly along the easterly line of Steiner street one hundred and thirty-seven feet and six inches (137 6-12); thence at right angles easterly and parallel with Turk street four hundred and twelve feet and six inches (412 6-12) to the westerly line of Fillmore street; thence at right angles northerly along said westerly line of Fillmore street one hundred and thirty-seven feet and six inches (137 6-12) to the place of beginning. Being Fifty Vara Lots Numbers four (4), five (5) and six (6) in Block 363, of the Western Addition of said City and County.

Being parcel No. 56 in said United Railroads Deed of Trust; also,

Twenty-five: All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly bounded and described as follows, to-wit:

A portion of the Rancho Rincon de los Salinos y Potrero Viejo, or "Bernal Rancho," commencing at a point on the southeasterly line of Tiffany avenue, distant two hundred and ninety-six and fifty one-hundredths (296.50) feet northeasterly from the intersection of the said southeasterly line of Tiffany avenue with the northerly line of Dale or Twenty-ninth street, running thence northeasterly along said southeasterly line of Tiffany avenue to a point formed by the intersection of said southeasterly line of Tiffany avenue and the westerly line of Valencia street as extended a distance of six hundred and seventy-three and seventy-five one-hundredths (673.75) feet; thence southerly along the said westerly line of Valencia street as extended three hundred fifty-eight and eighty-three one-hundredths (358.83) feet; thence northwesterly at right angles with Mission street eighty-seven and fifty one-hundredths (87.50) feet; thence at right angles southwesterly parallel with Tiffany avenue three hundred and sixty-seven and eighty one-hundredths (367.80) feet; thence at right angles with Mission street northwesterly one hundred (100) feet to the southeasterly line of Tiffany avenue and the point of commencement;

Said parcel of land embraces the parcel of land described in paragraph 57 of description of real estate conveyed by said United Railroads Deed of Trust, and also land acquired subsequent to the execution thereof; also,

Twenty-six: Commencing at the corner formed by the intersection of the northerly line of Twenty-fourth (formerly Sonoma) street with the westerly line of Nebraska street; thence northerly along said line of Nebraska street four hundred (400) feet; thence westerly along the southerly line of Twenty-third (formerly Nevada) street two hundred (200) feet; thence southerly along the easterly line of Utah street four hundred (400) feet; thence easterly along the northerly line of Twenty-fourth (formerly Sonoma) street two hundred (200) feet to the place of commencement. Being known as Block Number Eighty-seven (87) of the Potrero Nuevo, as laid down and numbered on the official map of the said City and County;

Being parcel No. 58 in said United Railroads Deed of Trust; also,

Twenty-seven: All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly bounded and described as follows, to-wit:

Commencing at a point on the westerly line of Elsie street, distant five hundred (500) feet southerly from the southerly line of Esmeralda avenue, running thence westerly seventy (70) feet; thence southerly seven and one-tenth (7.1) feet to a point on the easterly line of Virginia avenue, distant thereon seventy (70) feet easterly from the easterly line of Chapultepec street; thence at an angle southeasterly and along the said easterly line of Virginia avenue nineteen and one-tenth (19.1) feet; thence easterly sixty-three and fifty-three one-hundredths (63 53-100) feet to the westerly line of Elsie street, and running thence north and along the said line of Elsie street twenty-five (25) feet to the point of commencement. Being Lot Number Four Hundred and Twenty-seven (427), as shown upon that certain map entitled "Gift Map Number Three (3)" as filed in the office of the County Recorder of the City and County of San Francisco.

Said parcel of land embraces the parcel of land described in paragraph 61 of descriptions of real estate conveyed by said United Railroads Deed of Trust; also,

Twenty-eight: All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly bounded and described as follows, to-wit:

Commencing at a point on the easterly line of Central avenue distant thereon sixty-five (65) and four hundred and sixteen one-thousandths (.416) feet southerly from the southeasterly corner of Central avenue and Sutter street; thence southerly along the easterly line of Central avenue, one hundred and nine (109) and seventy-two one-thousandths (.072) feet; thence easterly and at right angles to Central avenue, sixty-seven (67) and one hundred and two one-thousandths (.102) feet; thence easterly at an angle of eight (8) degrees, twenty-seven (27) minutes, forty-seven (47) seconds to the right of the last mentioned course, one hundred (100) feet to an old-established and well-defined ranch line across the block intersecting the northerly line of Post street one hundred and fifty-three (153) and two hundred and fifty one-thousandths (.250) feet easterly from the easterly line of Central avenue and intersecting the southerly line of Sutter street one hundred and ninety-four (194) and hundred and sixty-six one-thousandths (.166) feet easterly from the easterly line of Central avenue; thence at right angles northerly and along said ranch line ninety (90) and one hundred and eighty-seven one-thousandths (.187) feet to a point distant at right angles southerly from the southerly line of Sutter street one hundred (100) feet; thence westerly and parallel with Sutter street, forty-five (45) and three hundred and sixty-nine one-thousandths (.369) feet; thence at right angles northerly four (4) and five hundred and eighty-four one-thousandths (.584) feet; thence at right angles westerly fifty (50) feet; thence at right angles northerly ninety-five (95) and four hundred and sixteen one-thousandths (.416) feet to the southerly line of Sutter street; thence at right angles westerly and along the southerly line of Sutter street thirty (30) feet; thence at right angles southerly sixty-five (65) and four hundred and sixteen one-thousandths (.416) feet; thence at right angles westerly fifty-three (53) and nine hundred and sixteen one-thousandths (.916) feet to the easterly line of Central avenue and point of commencement; being a portion of Block No. 618, Western Addition to San Francisco.

Said parcel of land embraces the parcel of land described in paragraph 64 of descriptions of real estate conveyed by said United Railroads Deed of Trust; also,

Twenty-nine: Beginning at southeast corner of Polk and Sutter streets, thence easterly along said southerly line of Sutter street one hundred and thirty-seven (137) feet six (6) inches; thence at right angles southerly one hundred and twenty (120) feet to the northerly line of Walnut avenue; thence westerly along the last-named line one hundred thirty-seven (137) feet six (6) inches to easterly line of Polk street; thence northerly along east line of Polk street one hundred and twenty (120) feet to the southeast corner Polk and Sutter streets and point of beginning, being fifty (50) vara lot number four (4) in Western Addition, Block Number Twelve (12);

Being parcel No. 65 of said United Railroads Deed of Trust; also,

Thirty: Beginning at a point on the southerly line of Stevenson street one hundred ninety-nine (199) feet easterly from the southeasterly corner of Stevenson and Second streets; thence easterly along said southerly line of Stevenson street forty-one (41) feet; thence at right angles southerly eighty (80) feet; thence at right angles westerly forty-one (41) feet; thence at right angles northerly eighty (80) feet to Stevenson street and point of beginning;

Being parcel No. 66 of said United Railroads Deed of Trust; also,

Thirty-one. All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly bounded and described as follows, to-wit:

Commencing at a point on the southerly line of Pacific avenue twenty-five (25) feet easterly from the intersection of the easterly line of Baker street with the southerly line of Pacific avenue and running thence easterly along said southerly line of Pacific avenue thirty (30) feet; thence at right angles southerly one hundred and twenty-seven (127) feet eight and one-fourth (8¼) inches; thence at right angles westerly thirty (30) feet; thence at right angles northerly one hundred and twenty-seven (127) feet eight and one-fourth (8¼) inches to the point of beginning. Said property being the easterly thirty (30) feet of that certain tract conveyed to the said Joseph D. Grant by J. T. Wright and his wife on the 25th day of March, 1889, and being a portion of fifty (50) vara lot Number Five Hundred and Forty-five.

Said parcel of land embraces the parcel of land described in paragraph 70 of descriptions of real estate conveyed by said United Railroads Deed of Trust; also,

Thirty-two: All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and more particularly bounded and described as follows, to-wit:

All that block bounded by Clement street, Thirty-second avenue, California street, and Golden Gate Cemetery, being Outside Lands Block No. One Hundred and Fifty (150).

Said parcel of land embraces the parcel of land described in paragraph 71 of descriptions of real estate conveyed by said United Railroads Deed of Trust, and also land acquired subsequent to the execution thereof; also,

Thirty-three: Commencing at a point on the northerly line of Cliff avenue, distant westerly along said northerly line of Cliff avenue from the northwest corner of Cliff and Forty-eighth avenues, eight hundred and thirty-eight and ninety-nine one-hundredths (838.99) feet which point may be further described as being on the northerly line of Cliff avenue, on the third course thereof, westerly from the northwest corner of Cliff and Forty-eighth avenues and distant westerly from the second angular point westerly from Forty-eighth avenue fifty-two and thirty-one one-hundredths (52.31) feet; thence south (78° 30') seventy-eight degrees thirty minutes, west along the northerly line of Cliff avenue one hundred and two and fifty-two one hundredths (102.52) feet to the third angular point westerly from Forty-eighth avenue; thence north eighty-five degrees thirty minutes (85° 30') west along the northerly line of Cliff avenue thirty-three and eighty-seven one-hundredths (33.87) feet to the southwesterly corner of the depot: thence north eleven degrees fifty-eight and one-half minutes (11° 58½') west forty-five and forty-three one-hundredths (45.43) feet; thence north seventy-eight degrees five minutes (78° 5') east one hundred and thirty-five and forty one-hundredths (135.40) feet; thence south eleven degrees thirty-nine and one-half minutes (11° 39½') east fifty-five and sixty-eight one-hundredths (55.68) feet to the point of commencement, the same containing one hundred and sixty-seven thousandths (.167) of an acre, more or less;

Being parcel No. 72 of said United Railroads Deed of Trust; also,

Thirty-four: And also, a strip of land thirty (30) feet in width, fifteen feet on each side of the center line thereof, which said center line is described as follows:

Commencing at a point on the northerly line of Cliff avenue seventy-three and seventeen one-hundredths (73.17) feet west from the northwest corner of Cliff avenue and Forty-eighth avenue; thence north 60° 19' west ninety-nine and eighty-one one-hundredths (99.81) feet; thence on a curve to the right of ten hundred and twenty-five (1025) feet radius one hundred and forty-six one-hundredths (100.46) feet; thence tangentially north 54° 43' west four hundred and fifty-seven and ninety-six one-hundredths (457.96) feet; thence on a curve to the left of eighty-five (85) feet radius two hundred and one and seventy-seven one-hundredths (201.77) feet; thence tangentially south 10° 41' east four hundred and sixteen and seventy-two one-hundredths (416.72) feet; thence on a curve to the right of eighty-five (85) feet radius one hundred and five and ten one-hundredths (105.10) feet; thence tangentially south 60° 8' west twenty-seven and thirty-three one-hundredths (27.33) feet; thence on a curve to the right of three hundred (300) feet radius thirty-six and fifty-four one-hundredths (36.54) feet to the easterly line of the depot building;

Being parcel No. 73 of said United Railroads Deed of Trust; also,

Thirty-five: All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, and bounded and particularly described as follows, to-wit:

An easement and right of way for a single or double track railroad with all necessary or convenient switches, side tracks, turnouts and appliances, over, across, and upon that certain strip of land of the width of fifteen (15) feet on each side of a line described as follows:

Commencing at a point on the easterly line of a certain tract of land conveyed by the Castro Street Land Company, a corporation, to the Glen Park Company, a corporation, by deed dated March 8th, 1897, recorded March 12th, 1897, in Book 1729 of Deeds, at page 193, which point is distant north twenty-three (23) degrees seven (7) minutes east seventeen (17) feet from the northwesterly corner of the Mission and Thirtieth Street Extension Homestead Union; thence following a line parallel with said Mission and Thirtieth Street Extension Homestead Union, south sixty-six (66) degrees forty-nine (49) minutes east four hundred and eighty-eight and eighty-five one-hundredths (488.85) feet; thence south eighty-two (82) degrees fifty-six (56) minutes east two hundred (200) feet, more or less, to the line of the property owned by the Cuneo and Costa Company;

Being parcel No. 74 of said United Railroads Deed of Trust; also,

Thirty-six: Commencing at a point on the southerly line of Wilder street, 24.1525 feet easterly from the easterly line of Lot No. 3, Block No. 4, Fairmount Extension Homestead, and running thence easterly along the southerly line of Wilder street produced 20.02 feet; thence deflecting to the right 86 degrees 26 minutes 43 seconds 100.193 feet; thence deflecting to the right 93 degrees 33 minutes 17 seconds 20.02 feet; thence deflecting to the right 86 degrees 26 minutes 43 seconds 100.193 feet to the southerly line of Wilder street and point of commencement. Being a portion of Block No. 4, Fairmount Extension Homestead.

Said parcel of land being the unsold portion of the land described in paragraph 78 of descriptions of real estate conveyed by said United Railroads Deed of Trust; also,

Thirty-seven: Beginning at a point on the westerly line of San Jose road, distant thereon on course north 51° 40' east, 157 feet and ½ of an inch from the intersection point on said westerly line of San Jose road, known as B. P. 12 of San Miguel Ranch Survey of 1856, from which intersection point an iron monument bears south 34° 17½' east, 10 feet and ¼ of an inch; thence on course north 40° 30' east 142.94 feet more or less to Southern Pacific right of way; thence along said Southern Pacific right of way north 63° 42½' east 70 feet; thence south 40° 30' west, 68.82 feet more or less to the westerly line of San Jose avenue, or road; thence along said westerly line of San Jose road south 51° 40' west 140 feet to the point of beginning;

Being parcel No. 79 of said United Railroads Deed of Trust; also,

Thirty-eight: All that certain block of land situate, lying and being in the City and County of San Francisco, State of California, and bounded and particularly described as follows, to-wit:

Bounded on the north by Sunnyside avenue; on the east by Acadia sreet; on the southeast by Circular avenue; on the south by Hearst avenue (formerly Moulton avenue) and on the west by Baden street, being otherwise known, laid down and designated as Block Number Forty-four (44) upon a certain map entitled "Sunnyside, owned by the Sunnyside Land Company" which map was on April 6th, 1891, filed in the office of the County Recorder of the said City and County of San Francisco, and to which map special reference is hereby made;

Being parcel No. 80 of said United Railroads Deed of Trust; also,

Thirty-nine: All that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and bounded and particularly described as follows, to-wit:

Commencing at the east corner of Niagara (formerly Unadilla) and San Jose avenues, and running thence

southeasterly along the northeasterly line of Niagara (formerly Unadilla) avenue four hundred and fifty-four (454) feet to the northwesterly line of Delano (formerly Delaware) avenue; thence northeasterly along said northwesterly line of Delano (formerly Delaware avenue) four hundred and forty-nine (449) feet to the southwesterly line of Mohawk (formerly Geneva) avenue; thence northwesterly along said southwesterly line of Mohawk (formerly Geneva) avenue four hundred and sixteen (416) feet to the southeasterly line of San Jose avenue, and thence southwesterly along said southeasterly line of San Jose avenue, four hundred and fifty-one (451) feet to the point of commencement. Being Block No. 29 as the same is laid down, delineated and numbered on a certain map entitled "West End Map No. 1" filed May 1, 1863, in the office of the County Recorder of the City and County of San Francisco;

Being parcel No. 81 of said United Railroads Deed of Trust; also,

Forty: That certain parcel of land situated in the City and County of San Francisco, State of California, described as follows:

Entire Outside Land Block No. 660, bounded on the north by the southerly line of Lincoln way (formerly "H" street); on the east by the westerly line of Funston (formerly Thirteenth) avenue; on the south by the northerly line of Irving (formerly "I") street; and on the west by the easterly line of Fourteenth avenue;

Said land having been acquired after the execution of said deed of trust; also,

Forty-one: That certain parcel of land situated in the City and County of San Francisco, State of California, described as follows:

Beginning at a point on the westerly line of Carrie street, distant thereon 154.679 feet northerly from the northerly line of Wilder street; and running thence northerly along the westerly line of Carrie street 17.909 feet; thence deflecting to the left 72° 52', 5.7745 feet; thence deflecting to the left 36° 33' 310.8381 feet to the easterly line of Diamond street; thence southerly along the easterly line of Diamond street 36.9292 feet to a point distant thereon 40.20 feet northerly from the northerly line of Wilder street; thence deflecting to the left 133° 34' 10", 34.497 feet to a point on the easterly line of Lot 1 in Block 2 of Fairmount Extension Homestead as per official map thereof, distant thereon 63.479 feet northerly from the northerly line of Wilder street; thence deflecting to the right 24° 9' 10", 291.519 feet to the point of beginning;

Said land having been acquired after the execution of said deed of trust; also,

Forty-two: Commencing at a point on the westerly line of 8th avenue, distant thereon 175 feet southerly from the southerly line of Geary street, running thence southerly and along said westerly line of 8th avenue 50 feet, thence at a right angle westerly 120 feet, thence at a right angle northerly 50 feet, thence at a right angle easterly 120 feet, to the westerly line of 8th avenue and the point of commencement. Being a part of Outside Land Block No. 276;

Said land having been acquired after the execution of said deed of trust; also,

Forty-three: A right of way for the construction and maintenance of a double track street railway over and upon that certain piece or parcel of land in the City and County of San Francisco, State of California, particularly described as follows:

Beginning at a point on the westerly line of San Bruno avenue, which point bears north nine (9) degrees thirty-three (33) minutes east ten and 45-100 (10.45) feet along said westerly line of San Bruno avenue, from the northeast corner of Lot No. 12, as laid down, numbered and delineated upon a certain map entitled "Wackenrueder's Subdivisions of Precita Valley Lands," filed July 19, 1862, and now on file in the office of the County Recorder of the City and County of San Francisco, State of California; thence north nine (9) degrees thirty-three (33) minutes east twenty-eight and 24-100 (28.24) feet; thence north sixty-one (61) degrees thirty-five (35) minutes west two hundred and twelve and 11-100 (212.11) feet; thence north sixty (60) degrees fifty-nine (59) minutes west sixty and 23-100 (60.23) feet; thence north fifty-seven (57) degrees fifty-four (54) minutes west forty-six (46) feet to a point on the easterly line of Holladay avenue, which point bears north nine (9) degrees thirty-three (33) minutes east seventy (70) feet, measured along said easterly line of Holladay avenue from the northwest corner of Lot No. 46, as laid down, numbered and delineated upon that last above-mentioned map entitled, "Map of Wackenrueder's Subdivisions of Precita Valley Lands"; thence south nine (9) degrees thirty-three (33) minutes west twenty-three and 82-100 (23.82) feet; thence south fifty-seven (57) degrees fifty-four (54) minutes east thirty-seven and 45-100 (37.45) feet; thence south sixty (60) degrees fifty-nine (59) minutes east sixty and 82-100 (60.82) feet; thence south sixty-one (61) degrees thirty-five (35) minutes east one hundred and eighty-one and 63-100 (181.63) feet; thence south fifty-four (54) degrees forty-seven (47) minutes east thirty-nine and 89-100 (39.89) feet to the place of beginning;

Said land having been acquired after the execution of said deed of trust; also,

Forty-four: That certain parcel of land situated in the City and County of San Francisco, State of California, described as follows:

Beginning at a point on the easterly line of Tara street distant thereon 232.02 feet southerly from the intersection of the southerly line of Ocean avenue with the easterly line of Tara street; and running thence southerly along the easterly line of Tara street 337.36 feet to the northerly line of Geneva avenue as shown upon map of San Miguel City, recorded June 9, 1862, in Map Book 1, pages 103 and 104; thence at a right angle easterly along said line of Geneva avenue 117.49 feet to the southwesterly line of Southern Pacific Railroad Company's right of way; thence northwesterly along the southwesterly line of said right of way to the point of beginning.

Excepting therefrom, however, that portion of said land conveyed by deed from Thomas J. Barbour to Spring Valley Water Company, a corporation, by deed dated June 23, 1905, recorded June 12, 1908, in liber 172 of deeds, page 273, described as follows:

A triangular shaped piece of land commencing at the point of intersection of the easterly line of Tara street with the westerly line of Southern Pacific Railroad Company's right of way as at present fenced through San Miguel City; thence in a southerly direction along the easterly line of Tara street 31 feet to a point 5 feet south of the southerly rail of the spur track belonging to the Spring Valley Water Company, as the same now exists; thence in a southerly direction 26 feet, more or less, to a point on the westerly line of Southern Pacific Railroad Company's right of way 5 feet south of the southerly rail of above mentioned spur track; thence northerly along the westerly line of said right of way to the point of beginning;

Said land having been acquired after the execution of said deed of trust; also,

Forty-five: That certain parcel of land situated in the City and County of San Francisco, State of California, described as follows:

Beginning at the point formed by the intersection of the westerly line of San Jose avenue with the northerly line of Niagara (formerly Unadilla) avenue; running thence westerly along said line of Niagara avenue 99.33 feet to the easterly line of Southern Pacific Railroad Company's right of way; thence northerly along the easterly line of said right of way 480.971 feet to the southerly line of Geneva avenue, as said street line existed prior to March 10, 1920; thence easterly along said line of Geneva avenue 325.07 feet to the westerly line of San Jose avenue; thence southerly along said line of San Jose avenue 452.12 feet to the point of beginning.

Being a portion of Block No. 3, San Miguel City;

Said land having been acquired after the execution of said deed of trust; also,

Forty-six: That certain parcel of land situated in the City and County of San Francisco, State of California, described as follows:

Beginning at the point formed by the intersection of the easterly line of Tara street with the northerly line of Niagara (formerly Unadilla) avenue; and running thence easterly along said line of Niagara avenue 314.11 feet to the westerly line of Southern Pacific Railroad Company's right of way; thence northerly along the westerly line of said right of way 480.971 feet to the southerly line of Geneva avenue, as said street line existed prior to March 10, 1920; thence westerly along said line of Geneva avenue 141.68 feet to the easterly line of Tara street; thence southerly along said line of Tara street 449 feet to the point of beginning.

Being a portion of Block No. 3, San Miguel City;

Said land having been acquired after the execution of said deed of trust; also,

Forty-seven: That certain parcel of land situated in the City and County of San Francisco, State of California, described as follows:

Beginning at the point of intersection of the southeasterly line of Ocean avenue with the westerly line of San Jose avenue; and running thence southerly along the westerly line of San Jose avenue 905.266 feet to the northerly line of Geneva avenue as said street line existed prior to March 10, 1920; thence westerly along said line of Geneva avenue 356.4 feet to the northeasterly line of Southern Pacific Railroad Company's right of way; thence northwesterly along said line of right of way to a point on the easterly line of Tara street, distant thereon 1.13 feet southerly from the southeasterly line of Ocean avenue; thence northerly along said line of Tara street 1.13 feet to the southeasterly line of Ocean avenue; thence northeasterly along said line of Ocean avenue 723.86 feet to the point of beginning;

Said land having been acquired after the execution of said deed of trust; also,

Forty-eight: That certain parcel of land situated in the City and County of San Francisco, State of California, described as follows:

Beginning at the point formed by the intersection of the northerly line of Geneva avenue, as said street line existed prior to March 10, 1920, with the easterly line of Tara street; and running thence easterly along said line of Geneva avenue 117.504 feet to the westerly boundary line of Southern Pacific Railroad Company's right of way; thence southerly along the westerly line of said right of way 67.486 feet to the southerly line of Geneva avenue, as said street line existed prior to March 10, 1920; thence westerly along said line of Geneva avenue 141.698 feet to the easterly line of Tara street; thence northerly along the easterly line of Tara street 63 feet to the point of beginning;

Said land having been acquired after the execution of said deed of trust; also,

Forty-nine: That certain parcel of land situated in the City and County of San Francisco, State of California, described as follows:

Beginning at the point formed by the intersection of the southerly line of Geneva avenue, as said street line existed prior to March 10, 1920, with the westerly line of San Jose avenue; and running thence westerly along said line of Geneva avenue 324.773 feet to the easterly boundary line of Southern Pacific Railroad Company's right of way; thence northerly along the easterly line of said right of way 67.486 feet to the northerly line of Geneva avenue as said street line existed prior to March 10, 1920; thence easterly along said line of Geneva avenue 356.414 feet to the westerly line of San Jose avenue; thence southerly along said line of San Jose avenue 63.439 feet to the point of beginning;

Said land having been acquired after the execution of said deed of trust; also,

REAL ESTATE—COUNTY OF SAN MATEO.

All those certain lots, pieces or parcels of land situate, lying and being in the County of San Mateo, State of California, and bounded and particularly described as follows, to-wit:

Fifty: A strip of land in the Buri Buri Rancho of a uniform width of sixty (60) feet lying adjacent and parallel to, and on the southwest side of the right of way of the Southern Pacific Railroad Company, and extending from the northwesterly boundary line of the 110-acre tract of Elizabeth C. Hamlin, adjacent to the tracks of the San Francisco & San Mateo Electric Railway Company in the main county road at Holy Cross crossing, along the said right of way line to the southeasterly boundary line of the said 110-acre tract of said Elizabeth C. Hamlin (which is also the northwesterly boundary line of that 109-acre tract of Elizabeth C. Hamlin and Ellen M. Barry), a distance of six hundred and fifty-six (656) feet, more or less, and being a part of that 110-acre tract standing of record in Elizabeth C. Hamlin, containing 0.903 acre; also,

Fifty-one: A strip of land in the Buri Buri Rancho, of a uniform width of sixty (60) feet, lying adjacent and parallel to and on the southwest side of the right of way of the Southern Pacific Railroad Company, and extending from the northwesterly boundary line of the land of Elizabeth C. Hamlin and Ellen M. Barry (which is also the southeasterly boundary line of Elizabeth C. Hamlin's 110-acre tract) along the said right of way line to the southeasterly boundary line of the said land of said Elizabeth C. Hamlin and Ellen M. Barry (which is also the northwesterly boundary line of Henry Cowell's 108-acre tract), a distance of ten hundred and twenty-three (1023) feet, more or less, containing 1.41 acres; also,

Fifty-two: A strip of land in the Buri Buri Rancho of a uniform width of sixty (60) feet lying adjacent and parallel to and on the southwest side of the right of way of the Southern Pacific Railroad Company, and extending from the northwesterly boundary line of that one hundred and eight (108) acre tract of Henry Cowell, of which the said strip is a part (said boundary line also being the southeasterly boundary line of that one hundred and nine (109) acre tract of Elizabeth C. Hamlin and Ellen M. Barry), to the southeasterly boundary line thereof (said boundary line also being the northwesterly boundary line of that 47.28-acre tract of Henry Miller), a distance of seventeen hundred and thirty-five and three-tenths (1735.3) feet, more or less, containing two and thirty-nine hundredths (2.39) acres, more or less; also,

Fifty-three: A strip of land in the Buri Buri Rancho of a uniform width of sixty (60) feet lying immediately adjacent and parallel to and on the southwest side of the right of way of the Southern Pacific Railroad Company, and extending from the northwesterly boundary line of that certain tract or parcel of land, containing forty-seven and twenty-eight one-hundredths (47.28) acres, alloted to said Henry Miller in and by the decree of partition of said Buri Buri Rancho rendered in Action No. 349 of Ansel I. Easton and D. O. Mills vs. Charles Lux et al., in the Twelfth District Court of the said county of San Mateo, State of California, on the 29th day of May, 1868, and recorded in the office of the Recorder of said San Mateo County in Book 10 of Deeds, at pages 1 et seq., to the southeasterly boundary line of said 47.28-acre tract, a distance of nine hundred and twenty-eight and four-tenths (928.4) feet, more or less, and containing one and two hundred and seventy-eight thousandths (1.278) acres; also,

Fifty-four: Beginning at the intersection of the northwesterly boundary line of the land of John Flournoy (said boundary line also being the southeasterly boundary line of Henry Miller's 47.28-acre tract) with the southwesterly line of the right of way of the Southern Pacific Railroad Company; thence southeasterly along the said right of way line three thousand forty-seven and three-tenths (3047.3) feet, more or less; thence at right angles southwesterly twenty-five (25) feet; thence parallel to said right of way line southeasterly four hundred and fifty-two and fifty one-hundredths (452.50) feet, more or less, to the center of the main County road at Baden Crossing; thence along the center of said County road southwesterly one hundred and seven (107) feet, more or less; thence parallel to and eighty-five (85) feet distant from the said right of way line northwesterly five hundred and forty-six and fifty hundredths (546.50) feet, more or less, to a stake; thence at an angle of two degrees fifty-two minutes (2° 52') northerly five hundred (500) feet to a stake sixty (60) feet distant at right angles from the said right of way line; thence parallel to and sixty (60) feet distant from the said right of way line northwesterly two thousand five hundred and forty-six and twenty-eight hundredths (2546.28) feet, more or less, to the said boundary line between said land of said John Flournoy and Henry Miller's 47.28 acre tract; thence along said boundary line sixty-one (61) feet, more or less, to the place of beginning, containing five (5) acres, more or less; also,

Fifty-five: A strip of land 90 feet wide west of adjoining and parallel with the Southern Pacific Railroad Company's right of way so called through the town of Baden as the same is laid down and designated on a certain map of the section west of the railroad of said town of Baden surveyed November, 1891, by Ernest McCullough, E. C., which said map was filed for record in the office of the county recorder of the said county of San Mateo on November 30, 1891, save and except the easterly 25 feet of said strip of land which was heretofore conveyed to the Spring Valley Water Company by the United Railroads of San Francisco; also,

Fifty-six: Beginning at the intersection of the southwesterly line of the right of way of the Southern Pacific Railroad Company with the westerly line of San Bruno road; thence along the westerly line of San Bruno road south one degree, fifteen minutes (1° 15') east seventy-four (74) feet; thence parallel to and thirty (30) feet distant from the southwesterly line of the right of way of the said Southern Pacific Railroad Company north twenty-five degrees (25°) west three hundred and four and ninety-six hundredths (304.96) feet to the southeasterly line of San Bruno lane; thence along said line north sixty-three degrees (63°) east thirty (30) feet to the southwesterly line of the right of way of the Southern Pacific Railroad Company; thence along said right of way line south twenty-five degrees (25°) east two hundred and thirty-seven and one-tenth (237.1) feet to the place of beginning, containing 0.186 acre; also,

Fifty-seven: In the Buri Buri Rancho, beginning at the intersection of the southwesterly line of the right of way of the Southern Pacific Railroad Company with the easterly line of the San Bruno road; thence along said right of way south twenty-five degrees, ten minutes (25° 10') east eight hundred (800) feet; thence at right angles south sixty-four degrees, thirty minutes (64° 30') west twenty-five (25) feet; thence at right angles south twenty-five degrees ten minutes (25° 10') east eleven hundred and twenty-six and fifty hundredths (1126.50) feet to the intersection of said course with the northerly line of the one hundred and ten (110) acre tract of D. O. Mills; thence along said northerly line south eighty-three degrees, thirty minutes (83° 30') west fifty-two and seventy-eight hundredths (52.78) feet to a stake; thence north twenty-five degrees, ten minutes (25° 10') west seventeen hundred and thirty-two and seventy-two hundredths (1732.72) feet to the easterly line of the San Bruno road; thence along said road north one degree ten minutes (1° 10') west one hundred and eighty-four and thirty-eight hundredths (184.38) feet to the place of beginning, containing 2.508 acres; also,

Fifty-eight: In the Buri Buri Rancho, at or near San Bruno, beginning on the northerly boundary line of the one hundred and four (104) acre tract of D. O. Mills (which boundary is also the southerly boundary line of the lands of E. B. Mastick) at a point distant south eighty-three and one-half degrees (83½°) west twenty-six and thirty-hundredths (26.30) feet from its intersection, with the southwesterly line of the right of way of the Southern Pacific Railroad; thence parallel to and twenty-five (25) feet distant from said line of right of way southeasterly two thousand one hundred and forty feet, more or less, to the southeasterly boundary line of said tract of D. O. Mills (which boundary line is also the northerly boundary line of the one hundred and ten (110) acre tract of Adeline M. Easton); thence along said boundary line south fifty-nine degrees, forty-five minutes (59° 45') west fifty (50) feet to a stake; thence parallel to and seventy-five (75) feet distant from the said line of right of way northwesterly two thousand one hundred and fifty-seven (2,157) feet, more or less, to the said northerly boundary line of the said tract of D. O. Mills; thence along said boundary line north eighty-three and one-half dagrees (83½°) east fifty-two and sixty-five hundredths (52.65) feet to the point of beginning, containing 2.465 acres; also,

Fifty-nine: In the Buri Buri Rancho, beginning on the northerly boundary line of the one hundred and ten (110) acre tract of Adeline M. Easton (which boundary line is also the southerly boundary line of the one hundred and four (104) acre tract of D. O. Mills) at a point distant north fifty-nine degrees and forty-five minutes (59° 45') east, twenty-five (25) feet from the intersection of the said line with the southwesterly boundary line of the Southern Pacific Railroad; thence parallel to and twenty-five (25) feet distant from said line of right of way southeasterly three thousand two hundred and thirty-six (3,236) feet, more or less, to the southerly boundary line of the said tract of Adeline M. Easton (which boundary line is also the northerly boundary line of the ten and eighty-four hundredths (10.84) acre tract of A. Bolcoff); thence along said boundary line south fifty-six degrees and forty-five minutes (56° 45') west, fifty (50) feet to a stake; thence parallel to and distant seventy-five (75) feet from said line of right of way northwesterly three thousand two hundred and thirty-six (3,236) feet, more or less, to the northerly boundary line of said tract of Adeline M. Easton; thence along said boundary line north fifty-nine degrees and forty-five minutes (59° 45') east fifty (50) feet, to the place of beginning, containing three and seven hundred and fourteen thousandths (3.714) acres; also,

Sixty: A strip of land of uniform width of fifty (50) feet, lying adjacent and parallel to and on the southwest side of the right of way of the Southern Pacific Railroad Company, and extending from the northwesterly boundary line of said land along the said right of way line to the southeasterly boundary line of the land of Maria de la Bolcoff a distance of one hundred and sixty (160) feet, more or less, and more fully described as follows: Beginning on the southerly line of the A. M. Easton tract, at a point twenty-five (25) feet S. 56° 45' W., from the westerly line of the Southern Pacific Railroad Company's right of way; thence parallel to and twenty-five (25) feet distant from said Southern Pacific Railroad Company's right of way S. 39° 15' E., one hundred and sixty (160) feet, more or less, to the northerly line of the Taylor property; thence in a southerly direction fifty (50) feet at right angles; thence north 39° 15' W., one hundred and sixty (160) feet, more or less, to A. M. Easton's southerly line; thence N. 56° 45' E., with said Easton's southerly line fifty (50) feet to place of beginning; containing 0.183 acre; also,

Sixty-one: All that certain piece or parcel of land, being a portion of Swamp and Overflowed Land Survey No. 11, bounded and particularly described as follows, to-wit: Beginning at a point on Course No. 41 of the United States Survey of the Buri Buri Rancho (which course is the northerly boundary line of the land of H. H. Taylor and also the southerly boundary line of the land of A. Bolcoff) south forty-four degrees, thirty minutes (44° 30') west, twenty-five and thirty-hundredths (25.30) feet distant from the southwesterly line of the right of way of the Southern Pacific Railroad; thence parallel to and twenty-five (25) feet distant from the said line of right of way south thirty-six degrees, forty-five minutes (36° 45') east, seventy-six and fifty-two hundredths (76.52) feet; thence south thirty-seven degrees, forty-five minutes (37° 45') east, one hundred and forty-four hundredths (100.44) feet; thence south thirty-eight degrees, forty-five minutes (38° 45') east, one hundred and thirty-two hundredths (100.32) feet; thence south thirty-nine degrees, fifteen minutes (39° 15') east, five hundred and ninety-eight and fifteen hundredths (598.15) feet, more or less, to the intersection of Course No. 36 of the United States Survey of the Buri Buri Rancho (which course is the southerly boundary line of the land of H. H. Taylor and also the northerly boundary line of the land of G. Cazares); thence along said Course No. 36 south forty-one degrees thirty minutes (41° 30') west, fifty and sixty-five hundredths (50.65) feet; thence parallel to and seventy-five (75) feet distant from said southwesterly line of right of way of the Southern Pacific Railroad north thirty-nine degrees, fifteen minutes (39° 15') west, six hundred and six and forty-seven hundredths (606.47) feet; thence north thirty-eight degrees, forty-five minutes (38° 45') west, one hundred and ninety-seven hundredths (100.97) feet; thence north thirty-seven degrees, forty-five minutes (37° 45') west one hundred and one and thirty-hundredths (101.30) feet; thence north thirty-six degrees forty-five minutes (36° 45') west, seventy-three and eleven hundredths (73.11) feet to said Course No. 41 of the United States Survey of the Buri Buri Rancho; thence along said Course north forty-four degrees, thirty minutes (44° 30') east, fifty and fifty-nine hundredths (50.59) feet to the place of beginning, containing 1.01 acres; also,

Sixty-two: In the Buri Buri Rancho, beginning at the intersection of Course No. 36 of the United States Survey of the boundary line of the Buri Buri Rancho (which course is also the northerly boundary line of the land of G. Cazares and the southerly boundary line of the land of H. H. Taylor) with the southwesterly line of the right of way of the Southern Pacific Railroad; thence along said right of way line south thirty-nine degrees, fifteen minutes (39° 15') east, three hundred and sixty-six (366) feet to the southerly boundary line of the land of G. Cazares (which boundary line is also the northerly boundary line of the land of Petra Camuffa-Whitaker); thence south fifty degrees (50) west, seventy-five (75) feet to a stake; thence parallel to and seventy-five (75) feet distant from said right of way line north thirty-nine degrees, fifteen minutes (39° 15') west, three hundred and sixty-six (366) feet to said Course No. 36 of the United States Survey of the boundary line of the Buri Buri Rancho; thence along said boundary line south forty-one degrees, thirty minutes (41° 30') west, seventy-five and twenty-two hundredths (75.22) feet to the place of beginning, containing 0.63 acres; also,

Sixty-three: Beginning at the intersection of the boundary line between the land of Petra Camuffa-Whitaker and the land of G. Cazares with the southwesterly line of the right of way of the Southern Pacific Railroad; thence along said right of way south thirty-nine degrees fifteen minutes (39° 15') east three hundred and twenty (320) feet to the boundary line between the said land of the said Petra Camuffa-Whitaker and the land of the Spring Valley Water Works; thence along said boundary line south fifty-three degrees, forty-five minutes (53° 45') west seventy-five (75) feet to a stake; thence parallel to and distant seventy-five (75) feet from the said right of way line north thirty-nine degrees, fifteen minutes (39° 15') west three hundred and twenty (320) feet to the said boundary line between the land of said Petra Camuffa-Whitaker and the said land of G. Cazares; thence north fifty degrees (50°) east seventy-five (75) feet to the place of beginning, containing fifty-five hundredths (0.55) of an acre;

Excepting therefrom that certain piece or parcel of land described as follows:

Beginning at the intersection of the boundary line between the lands formerly owned by Petra Camuffa-Whitaker and Clarence B. Whitaker and the land of G. Cazares with the southwesterly line of the right-of-way of the Southern Pacific Railroad; thence along said right-of-way line south 39° 15' east 320 feet, more or less, to the boundary line between the said land formerly owned by Whitaker and the land of the Spring Valley Water Works; thence along said boundary line south 53° 45' west 25 feet; thence parallel to and distant thereon 25 feet from the said right-of-way line north 39° 15' west 320 feet to the said boundary line between the land of said Whitaker and the land of said G. Cazares; thence north 50° east 25 feet to the point of beginning; which parcel of land was conveyed by the United Railroads of San Francisco to the Spring Valley Water Company by deed dated September 21, 1909, and recorded October 5, 1909, in volume 173 of Deeds at page 113; also,

Sixty-four: Beginning at the intersection of the northerly boundary line of the land of the Estate of Carrie M. P. Coleman, deceased (which line is also the southerly boundary line of the land conveyed by Robert L. Coleman to Spring Valley Water Works by deed dated November 9th, 1897, and recorded in Book 78 of Deeds, at page 23, Records of San Mateo County) with the southwesterly line of the right of way of the Southern Pacific Railroad; thence along said right of way line south thirty-nine degrees, fifteen minutes (39° 15') east, fifty (50) feet to the southerly boundary line of the land of the said Coleman Estate, (which line is also the northerly boundary line of the land of Custodia Silva; thence along said boundary line south fifty-three degrees, forty-five minutes (53° 45') west fifty (50) feet, thence parallel to and fifty (50) feet distant from said right of way line north thirty-nine degrees, fifteen minutes (39° 15') west fifty (50) feet to the said northerly line of the land of said Coleman Estate; thence along said line north fifty-three degrees, forty-five minutes (53° 45') east fifty (50) feet to the place of beginning, containing twenty-five hundred (2500) square feet; also,

Sixty-five: In the Buri Buri Rancho, being a strip of land of a uniform width of fifty (50) feet, lying adjacent and parallel to and on the southwest side of the right of way of the Southern Pacific Railroad Company, and extending from the northwesterly boundary line of the land of Custodia Silva to the southeasterly boundary line thereof, and bounded and described as follows, to-wit: Beginning at the intersection of the boundary line of said land and the land of Robert L. Coleman with the southwesterly line of the right of way of the Southern Pacific Railroad Company; thence along said right of way line south thirty-nine degrees fifteen minutes (39° 15') east nine hundred and fifty-five and fifty hundredths (955.50) feet, more or less, to the northwesterly boundary line of the land of Fannie E. Taylor; thence along said boundary line south fifty-three degrees, forty-five minutes (53° 45') west fifty (50) feet, more or less; thence at right angles north thirty-nine degrees fifteen minutes (39° 15') west nine hundred and fifty-five and fifty hundredths (955.50) feet, more or less, to the said line between the land of Custodia Silva and Robert L. Coleman; thence at right angles along said line fifty (50) feet, more or less, to the place of beginning, containing 1.096 acres; also,

Sixty-six: At or near Millbrae, beginning on the northerly line of the land of Fannie E. Taylor (which boundary line is also the southerly boundary line of the land of Custodia Silva) at its intersection with the southwesterly line of the right of way of the Southern Pacific Railroad; thence along said line of right of way south thirty-nine degrees, fifteen minutes (39° 15') east, sixteen hundred and forty-five (1645) feet, more or less, to the southerly boundary line of the land of Fannie E. Taylor, (which boundary line is also the northerly boundary line of Millbrae Villa Tract); thence along said line south fifty-three degrees and forty-five minutes (53° 45') west, fifty (50) feet; thence parallel to and fifty (50) feet distant from the southwesterly line of the right of way of the Southern Pacific Railroad north thirty-nine degrees, fifteen minutes (39° 15') west, sixteen hundred and forty-five (1645) feet, more or less, to the said southerly line of the land of Custodia Silva; thence along said line north fifty-three degrees and forty-five minutes (53° 45') east, fifty (50) feet to the place of beginning, containing 1.888 acres; also,

Sixty-seven: Commencing at a point formed by the intersection of the northerly line of Millbrae avenue with the easterly line of Hemlock avenue; thence running northerly on the easterly line of Hemlock avenue one hundred and ninety and thirty-one one hundredths (190.31) feet to Linden avenue; thence easterly on the southerly line of Linden avenue one hundred and sixty-eight (168) feet to the westerly line of Railroad avenue; thence southerly on the westerly line of Railroad avenue, one hundred and ninety and thirty-one one-hundredths (190.31) feet to Millbrae avenue; thence westerly on the northerly line of Millbrae avenue one hundred and sixty-eight (168) feet to Hemlock avenue and point of commencement; being lots numbers one (1), two (2), three (3), four (4), five (5), six (6), seven (7) and eight (8) in Block Number Five (5) of the "Millbrae Villa Tract," as designated on a certain map entitled "Map of Millbrae Villa Tract," which map was filed in the office of the County Recorder of San Mateo County on the fifth (5th) day of April, A. D. 1889; also,

Sixty-eight: In the San Mateo and Buri Buri Ranchos, beginning at a point on the southerly boundary line of the land of Ansel M. Easton, known as the "Black Hawk Ranch," distant south fifty-five degrees and fifteen minutes (55° 15') west, sixty-two and fifteen hundredths (62.15) feet from its intersection with the southwesterly line of the right of way of the Southern Pacific Railroad; thence parallel to said line of right of way north sixty-two degrees and thirty minutes (62° 30') west, twenty-six and two-tenths (26.2) feet to a stake; thence north sixty degrees and forty-seven minutes (60° 47') west, one thousand and forty-five hundredths (1,000.45) feet to a stake distant twenty-five feet at right angles from said line of right of way; thence parallel to said line of right of way north sixty-two degrees and thirty minutes (62° 30') west, three thousand nine hundred and sixty (3,960) feet to the northerly boundary line of the lands of Adeline M. Easton (which boundary line is also the southerly boundary line of D. O. Mills' "Millbrae Farm"); thence along said boundary line south thirty-six degrees and forty-five minutes (36° 45') west, fifty and sixty-hundredths (50.60) feet to a stake distant seventy-five (75) feet at right angles from said line of right of way; thence south sixty-two degrees and thirty minutes (62° 30') east, three thousand nine hundred and sixty-eight (3,968) feet to a stake; thence south sixty degrees and forty-seven minutes (60° 47') east, one thousand and forty-five hundredths (1,000.45) feet to a point on the southerly boundary line of said lands of Ansel M. Easton distant one hundred and five (105) feet at right angles from said line of right of way; thence along said southerly boundary line north fifty-five degrees and fifteen minutes (55° 15') east, fifty-six and forty-nine hundredths (56.49) feet to the place of beginning, containing 5.712 acres; also,

Sixty-nine: A part of the Corbitt Ranch, beginning at a point in the boundary or dividing line between the Corbitt Ranch—being the land granted to said William Corbitt by William Sharon—and the lands owned by Ansel M. Easton, which point bears south fifty-five degrees (55°) fifteen minutes (15') west fifty-six and forty hundredths (56.40) feet from the intersection of said line with the southwesterly line of the right of way of the Southern Pacific Railroad Company; thence parallel to and distant fifty (50) feet from said right of way line south sixty-two degrees (62°) thirty minutes (30') east thirty-four hundred and fifty-two and 8/100 (3452.08) feet more or less to a fence at Burlingame Station; thence south forty-one degrees (41°) thirty minutes (30') east one hundred and eighty-five (185) feet to the southerly boundary line of the said Corbitt Ranch (which boundary line is also the northerly boundary line of the land of William H. Howard); thence south forty-eight degrees (48°) thirty minutes (30') west fifty-three and 54/100 (53.54) feet along said boundary line; thence north forty-one degrees (41°) thirty minutes (30') west one hundred and eighty-five (185) feet; thence parallel to and distant one hundred (100) feet from said right of way line north sixty-two degrees (62°) thirty minutes (30') west thirty-four hundred and fifty-nine and 15-100 (3459.15) feet, more or less, to the boundary line between said Corbitt Ranch and said lands of said Ansel M. Easton; thence along said boundary line north fifty-five degrees (55°) fifteen minutes (15') east fifty-six and 40-100 (56.40) feet to the place of beginning, containing four and 20-100 (4.20) acres; also,

Seventy: An easement and right of way for a double track of street railroad of standard gauge, over, across and upon that certain strip of land situated in the Town of Burlingame, and particularly described as follows, to-wit: Beginning at the northerly boundary line of the lands of William H. Howard, near Burlingame Station, where the right of way of the railway, of which the easement hereby granted shall be a part, intersects said boundary line; thence in a southerly direction over, across, and upon the lands of the said first party where Highland avenue, if extended, would traverse said lands; thence southerly along Highland avenue in the center thereof to its intersection with San Mateo Drive; and thence along San Mateo Drive in the center thereof to Peninsular avenue, which is the southerly boundary line of the lands of said William H. Howard; also,

Seventy-one: Beginning at the northeast corner of Lot one (1) of Block thirty-six (36) of the City Extension Homestead and running thence along the north line of said Lot one (1) west sixty-five (65) feet; thence leaving said north line of said Lot one (1), and running south nine (9) degrees east four hundred and twenty-five (425) feet through Lots one (1), three (3), four (4), seven (7), and a portion of Lot eight (8) of said Block thirty-six (36) to a point in the east line of Lot eight (8), said point being in the westerly line of the County Road known as the San Francisco and San Jose Road, and being distant forty (40) feet along the east line of the said Lot eight (8) from the southeast corner thereof; thence north four hundred and twenty (420) feet on and along the westerly line of said County Road to the place of beginning, being a portion of Lots one (1), three (3), four (4), seven (7), and eight (8) of Block thirty-six (36) of the City Extension Homestead, and containing 31-100 acres; also,

Seventy-two: Commencing at a point on the southerly line of Lot Number Three (3) in Block Number One (1) of Garden Valley Homestead, distant one hundred and seventy-nine and 5-10 (179.5) feet north 44° 22' west from the southeasterly corner of said lot; and running thence north 44° 22' west along said southerly line of said lot, ten (10) feet to the southwesterly corner of said lot: thence north 13½° east along the westerly line of said Lot ten (10) feet and thence south 15° east seventeen and 75-100 (17.75) feet to the point of commencement. Being a portion of said Lot Number Three (3) in Block Number One (1) of the Garden Valley Homestead. Containing forty and 71-100 (40.71) square feet; also,

Seventy-three: Commencing at a point being the intersection of the westerly boundary line of the land of the Spring Valley Water Company and the southerly boundary of the town of Baden; running thence along the southerly boundary of the town of Baden S. 63° 37' west 97.455 feet; thence S. 36° 45' east 437.436 feet; thence S. 34° 0' E. 1044.182 feet; thence S. 34° 49' E. 1038.426 feet; thence S. 36° 54' E. 698.961 feet; thence S. 31° 40' E. 624.261 feet to the northerly line of Tanforan Park; thence along the northerly line of Tanforan Park N. 64° 30' E. 96.423 feet to a point being the intersection of the northerly line of Tanforan Park with the westerly boundary of the land of the Spring Valley Water Company; thence along the westerly boundary of the land of the Spring Valley Water Company N. 31° 40' W. 639 feet; thence N. 36° 54' W. 701.6 feet; thence N. 34° 49' W. 1036 feet; thence N. 34° 0' W. 1045.8 feet; thence N. 36° 45' W. 422.2 feet to the point of commencement; containing 8.46 acres, more or less; also,

Seventy-four: Commencing at a point on the northerly line of Tanforan Park 51.7 feet west of the westerly line of the Southern Pacific Company's right of way, said point being on the center line between the tracks of the United Railroads of San Francisco; thence S. 17° 48' E 50 feet; thence S. 11° 40' E. 464.8 feet; thence S. 13° 55' E. 50 feet; thence S. 18° 25' E. 50 feet; thence S. 22° 55' E. 50 feet; thence S. 27° 25' E. 50 feet; thence S. 30° 57' E. 28.5 feet; thence S. 32° 14' E. 1242.4 feet; thence S. 28° 46' E. 138.3 feet; thence S. 25° 19' E. 1118.2 feet to a point on the southerly line of Tanforan Park 18.75 feet west of the westerly line of the Southern Pacific Company's right of way and on the center line between the tracks of the United Railroads of San Francisco; being a parcel of land 3242.2 feet long and 35 feet wide (17.5 feet on each side of the center line between the tracks of the San Mateo Extension of the United Railroads of San Francisco), as described above, and containing 2.6 acres, more or less; also,

Seventy-five: Beginning at the intersection of the westerly line of the right of way of the Southern Pacific Railroad Company with the northerly line of San Bruno Lane; thence along the westerly line of the right of way of the Southern Pacific Railroad Company N. 24° 38' W. 788.8 feet; thence S. 65° 22' W. 5 feet; thence along the westerly line of the right of way of the Southern Pacific Railroad Company N. 24° 38' W. 614.9 feet to the southerly line of Tanforan Park; thence S. 64° 07' W. 45 feet; thence S. 24° 38' E. 1403.7 feet to the northerly line of San Bruno Lane; thence N. 64° 07' E. 50 feet along the northerly line of San Bruno Lane to the westerly line of the right of way of the Southern Pacific Railroad Company and place of beginning; containing 1.54 acres, more or less; also,

Seventy-six: Beginning at a point on the southerly line of the Aqua Pumping Station property of the Spring Valley Water Company, said point being distant thereon 670.80 feet easterly from the intersection of said southerly section line with the easterly line of the county road leading from San Francisco to San Jose; thence north 53° 46' E. 51.63 feet to the westerly line of the Southern Pacific Railroad Company's right of way; thence following said westerly line of said Southern Pacific Railroad Company's right of way north 39° 21' west 918 feet to a stake in the westerly line of said Southern Pacific Railroad Company's right of way, and also on the northerly line of the property of said Spring Valley Water Company; thence south 53° 46' west 76.13 feet to a stake set in the northerly line of the said Aqua Pumping Station property which stake is distant along said line 769 feet easterly from the intersection of said northerly line and the easterly line of said county road; thence south 45° 38' east 234.67 feet to a stake; thence south 39° 14' east 685.87 feet to the point of beginning; containing 1.134 acres; also,

Seventy-seven: Commencing on the northerly line of land owned by the Mills Estate Incorporated, and being a portion of the Buri Buri Rancho (which line is also the southerly boundary line of the Millbrae Villa Tract) at a point distant S. 53° 45' W. 50.93 feet from the southwesterly line of the Southern Pacific Railroad; thence at the following courses and distances: S. 18° 53' E. 74.98 feet; S. 39° 15' E. 322.28 feet; S. 54° 25' E. 216.29 feet; S. 44° 56' E. 208.97 feet; S. 35° 15' E. 90 feet; S. 39° 53' E. 60.52 feet; S. 41° 30' E. 100.87 feet; S. 43° 30' E. 100.87 feet; S. 45° 30' E. 100.87 feet; S. 47° 30' E. 100.87 feet; S. 49° 30' E. 100.87 feet; S. 51° 30' E. 100.87 feet; S. 53° 30' E. 100.87 feet; S. 55° 30' E. 100.87 feet; S. 57° 30' E. 100.87 feet; S. 59° 30' E. 100.87 feet; S. 61° 30' E. 100.87 feet; S. 62° 30' E. 1370 feet; S. 27° 30' W. 25 feet; S. 62° 30' E. 1836.7 feet; S. 36° 45' W. 50.66 feet; N. 62° 30' W. 1840 feet; N. 59° 55' W. 1002 feet; N. 62° 30' W. 357.5 feet; N. 61° 30' W. 101.92 feet; N. 59° 30' W. 101.92 feet; N. 57° 30' W. 101.92 feet; N. 55° 30' W. 101.92 feet; N. 53° 30' W. 101.92 feet; N. 51° 30' W. 101.92 feet; N. 49° 30' W. 101.92 feet; N. 47° 30' W. 101.92 feet; N. 45° 30' W. 101.92 feet; N. 43° 30' W. 101.92 feet; N. 41° 30' W. 101.92 feet; N. 39° 53' W. 61.15 feet; N. 39° 15' W. 88.5 feet; N. 44° 56' W. 205 feet; N. 54° 25' W. 217.8 feet; N. 39° 15' W. 399.41 feet; N. 53° 45' E. 56.1 feet; also,

Seventy-eight: Commencing at a point on the southerly line of "C" street distant 19 feet westerly from the southwesterly corner of "C" street and the county road; thence running easterly along the southerly line of "C" street 19 feet to the southwesterly corner of "C" street and the county road; thence at right angles southerly along the westerly line of the county road 100 feet; thence northwesterly 101.79 feet more or less to the point of commencement; being a portion of lot 6 in block 23 as the same is designated and delineated upon that certain map entitled, "Map of the Lands of the City Extension Homestead Association" which map was filed in the office of the County Recorder of San Mateo County October 15, 1870, the original of which map is of record therein in Map Book D at page 44, and a copy is recorded in Map Book One at page 13.

REAL PROPERTY SITUATE, LYING AND BEING IN THE COUNTY OF HUMBOLDT, STATE OF CALIFORNIA.

All those certain lots, pieces or parcels of land situate, lying and being in the County of Humboldt, State of California, particularly described as follows, to-wit:

Seventy-nine: The southeast quarter of the northeast quarter of Section Twenty-one (21); the east half of the northwest quarter, the southwest quarter of the northwest quarter, and the west half of the southwest quarter of Section twenty-two (22), in Township Four (4) South, Range Two (2) East, Humboldt Meridian, containing together two hundred and forty (240) acres.

RAILROADS AND RAILROAD LINES.

Schedule or list of railroads and railroad lines owned and operated by United Railroads of San Francisco in the City and County of San Francisco, and in the County of San Mateo, and in the City of San Mateo, in said County of San Mateo, State of California.

All and singular the rolling stock, railroads, railroad lines, roadways, roadbeds, rails and appurtenances of said United Railroads of San Francisco, situate in the City and County of San Francisco, and in the County of San Mateo, and in the City of San Mateo, State of California, in, along, upon and across the following streets, avenues, roads and highways, and rights of way, to-wit:

IN THE CITY AND COUNTY OF SAN FRANCISCO.

First: Commencing at and including the loop at the intersection of Market street and the Embarcadero; thence along Market street to Castro

street; and thence along Castro street to 26th street; also,

Second: Commencing at the intersection of Broadway and the Embarcadero; thence along the Embarcadero to Howard street; also,

Third: Commencing at the intersection of Mission street and the Embarcadero; thence along Mission street to the County Line; also, commencing at the intersection of Market and 12th streets; thence along 12th street to West Mission street; thence along West Mission street to its southerly junction with Mission street; also, commencing at the intersection of Mission and 26th streets; thence along 26th street to Bryant street; also, commencing at the intersection of Mission and 29th streets; thence along 29th street to Noe street; also, commencing at the intersection of Mission street and Cortland avenue; thence along Cortland avenue to Folsom street; also, commencing at the intersection of Richland avenue and Mission street; thence along Richland avenue to Andover street; also, from the intersection of Mission and Leese street; thence along Leese street to Richland avenue; also, commencing at the intersection of Mission and Bosworth streets; thence along Bosworth street to the westerly end thereof; also, commencing at the intersection of Mission street and Onondago avenue; thence along Onondago avenue to Ocean avenue; thence along Ocean avenue to Junipero Serra boulevard; also, commencing at the intersection of Mission street and Virginia avenue; thence along Virginia avenue to Coleridge street; thence along Coleridge street to the United Railroads car barn; also,

Fourth: Commencing at the intersection of Howard street and the Embarcadero; thence along Howard street to 26th street; also,

Fifth: Commencing at the intersection of Howard and Stewart streets; thence along Stewart street to Harrison street; also,

Sixth: Commencing at the intersection of Stewart and Folsom streets; thence along Folsom street to Precita avenue; thence along Precita avenue to United Railroads private right of way running parallel to the tracks of the Ocean Shore Railroad; thence along said private right of way to San Bruno avenue; thence along San Bruno avenue to the County Line; also, commencing at the intersection of Folsom and Army streets; thence along Army street to Precita avenue; also, commencing at San Bruno and Army streets along Army street to Fourth street; also,

Seventh: Commencing at the intersection of Stewart and Harrison streets; thence along Harrison street to 2nd street; also, commencing at the intersection of Harrison street and 3rd street; thence along Harrison street to 14th street; thence along 14th street to Guerrero street; thence along Guerrero street to San Jose avenue; thence along San Jose avenue to 30th street; thence along 30th street to Chenery street; thence along Chenery street to Diamond street; thence along Diamond street to San Jose avenue; thence along San Jose avenue to County Line; also, commencing at the intersection of San Jose avenue and Circular avenue; thence along Circular avenue to Sunnyside avenue; thence along Sunnyside avenue to Genessee street; also,

Eighth: Commencing at the intersection of Stanley place and Harrison street; thence along Stanley place to Bryant street; thence along Bryant street to Army street; also, commencing at the intersection of Bryant and Alameda streets; thence along Alameda street to York street; thence along York street to Division street; also,

Ninth: Commencing at the Mail Dock on First street; thence along First street to Brannan street; thence along Brannan street to 8th street; also,

Tenth: Commencing at the intersection of California and Battery streets; thence along Battery street to Market street; thence across Market street to First street; thence along First street to Folsom street; also,

Eleventh: Commencing at the intersection of Market and 2nd streets; thence along 2nd street to Brannan street; also,

Twelfth: Commencing at the intersection of Broadway and Kearny streets; thence along Kearny street to Market street; thence across Market street to 3rd street; thence along 3rd street to Railroad avenue; thence along Railroad avenue to San Bruno avenue; also,

Thirteenth: Commencing at the intersection of 3rd and Townsend streets; thence along Townsend street to 4th street; thence along 4th street to Market street; thence across Market street to Ellis street; thence along Ellis street to Divisadero street; also, commencing at the intersection of Divisadero street and O'Farrell street; thence along O'Farrell street to Hyde street; thence along Hyde street to Ellis street; also.

Fourteenth: Commencing at the intersection of Market and 5th streets; thence along 5th street to Brannan street; also,

Fifteenth: Commencing at the intersection of Sixth and Brannan streets; thence along Sixth street to Market street; thence across Market street to Taylor street; thence along Taylor street to Post street; also,

Sixteenth: Commencing at the intersection of Market and Eighth streets; thence along Eighth street to Brannan street; also,

Seventeenth: Commencing at the intersection of Ninth and Brannan streets; thence along Ninth street to Market street; thence across Market street to Larkin street; thence along Larkin street to Post street; thence along Post street to Polk street; thence along Polk street to and across North Point street; also,

Eighteenth: Commencing at the intersection of Tenth and Bryant streets; thence along Tenth street to Market street; thence across Market street to Polk street; thence along Polk street to Hayes street; also,

Nineteenth: Commencing at the intersection of Eighteenth and Connecticut streets; thence along Connecticut street to Seventeenth street; thence along Seventeenth street to Kansas street; thence along Kansas street to Sixteenth street; thence along Sixteenth street to Church street; thence along Church street across Market street to Duboce avenue; thence along and across Duboce avenue to Fillmore street; thence along Fillmore street to Bay street; also,

Twentieth: Commencing at the intersection of Twenty-fourth and Howard streets; thence along Twenty-fourth street to Rhode Island street; also, commencing at the intersection of Twenty-fourth and Dolores streets; thence along Twenty-fourth street to Hoffman avenue; also, commencing at the intersection of Twenty-second and Howard streets; thence along Twenty-second street to Chattanooga street; thence along Chattanooga street to Twenty-fourth street; also commencing at the intersection of Twenty-second and Dolores streets; thence along Dolores street to Twenty-fourth street; also,

Twenty-first: Commencing at the intersection of Market and Valencia streets; thence along Valencia street to Mission street; also,

Twenty-second: Commencing at the intersection of Eighteenth and Third streets; thence along Eighteenth street to Connecticut street; also, commencing at the intersection of Eighteenth and Guerrero streets; thence along Eighteenth street to Falcon avenue; thence along Falcon avenue to Caselli avenue; thence along Caselli avenue to Clayton street; thence along Clayton street to Ashbury street; thence along Ashbury street to Frederick street; also,

Twenty-third: Commencing at the intersection of Broadway and the Embarcadero; thence along Broadway to Mason street; also,

Twenty-fourth: Commencing at the intersection of Polk street and Pacific avenue; thence along Pacific avenue to Broderick street; also,

Twenty-fifth. Commencing at the intersection of Powell and Jackson streets; thence along Jackson street to Presidio avenue; thence along Presidio avenue to California street; also, commencing at the intersection of Washington and Montgomery streets; thence along Washington street to Kearny street; also, commencing at the intersection of Powell and Washington streets; thence along Washington street to Steiner street; thence along Steiner street to Jackson street; also,

Twenty-sixth: Commencing at the intersection of the Embarcadero and Clay street; thence along Clay street to Larkin street; thence along Larkin street to Sacramento street; also, commencing at the intersection of the Embarcadero and Sacramento street; thence along Sacramento street to Arguello boulevard; thence along and across Arguello boulevard to Lake street; thence along Lake street to Sixth avenue; thence along Sixth avenue to Fulton street; also,

Twenty-seventh: Commencing at the intersection of Market and California streets; thence along California street to Kearny street; also, commencing at the intersection of California street and Presidio avenue; thence along California street to Sixth avenue; also, commencing at the intersection of Bush and Battery streets; thence along Bush street to Kearny street; also,

Twenty-eighth: Commencing at the intersection of Market and Sutter streets; thence along Sutter street to Presidio avenue; also, commencing near the intersection of Post street and Presidio avenue; thence along Presidio avenue to California street; also, commencing at the intersection of California street and Parker avenue; thence along Parker avenue to Euclid avenue; thence along Euclid avenue to Arguello boulevard; thence along and across Arguello boulevard to Clement street; thence along Clement street to 33rd avenue; thence along 33rd avenue to Geary street; thence along Geary street to 48th avenue; thence along 48th avenue to and across Cliff avenue to United Railroads private right of way; thence along said private right of way to the Depot Building at Sutro Baths; also, commencing at the intersection of Clement street and United Railroads private right of way; thence along said private right of way to Lake street; thence in a northwesterly, westerly, southwesterly and southerly direction near to and following generally the line of the ocean shore to 48th avenue and Cliff avenue; also,

Twenty-ninth: Commencing at the intersection of Washington and Montgomery streets; thence along Montgomery street to Post street; thence along Post street to Leavenworth street; thence along Leavenworth street to McAllister street; also,

Thirtieth: Commencing at the intersection of Eddy and Market streets; thence along Eddy street to Divisadero street; also, commencing at the intersection of Turk and Mason streets; thence along Turk street to Divisadero street; also,

Thirty-first: Commencing at the intersection of McAllister and Market streets; thence along McAllister street to Central avenue; thence across property of the United Railroads to Fulton street; thence along Fulton street to the Ocean; also, commencing at the intersection of Eighth avenue and Fulton street; thence along Eighth avenue to Clement street; also,

Thirty-second: Commencing at the intersection of Hayes and Market streets; thence along Hayes street to Stanyan street; thence along Stanyan street to Fulton street; also,

Thirty-third: Commencing at the intersection of Oak and Fillmore streets; thence along Oak street to Stanyan street; thence along Stanyan street to Haight street; also, commencing at the intersection of Fillmore and Page streets; thence along Page street to Stanyan street; also,

Thirty-fourth: Commencing at the intersection of Haight and Market streets; thence along Haight street to Stanyan street; thence along Stanyan street to Frederick street; thence along Frederick street to Lincoln way; thence along Lincoln way to or near the Great Highway; thence through Golden Gate Park to 49th avenue; thence along 49th avenue to Balboa avenue; also,

Thirty-fifth: Commencing at the intersection of Oak street and Masonic avenue; thence along Masonic avenue to Frederick street; thence along Frederick street to Clayton street; thence along Clayton street to Carl street; thence along Carl street to Stanyan street; also, commencing at the intersection of Stanyan and Frederick streets; thence along Stanyan street to Parnassus avenue; thence along Parnassus avenue to Third avenue; also, commencing at the intersection of Stanyan and Waller streets; thence along Waller street to Clayton street; thence along Clayton street to Frederick street; also,

Thirty-sixth: Commencing at the intersection of Market and Sansome streets; thence along Sansome street to the northerly end thereof; also,

Thirty-seventh: Commencing at the intersection of Powell and Broadway streets; thence along Powell street to the northerly end thereof; also, commencing at the intersection of Market and Powell streets; thence along Powell street to Jackson street; also, commencing at the intersection of Sacramento and Mason streets; thence along Mason street to Columbus avenue; thence along Columbus avenue to Taylor street; also, commencing at the intersection of Mason and Eddy streets; thence along Mason street to Turk street; also,

Thirty-eighth: Commencing at the intersection of Page and Divisadero streets; thence along Divisadero street to Jackson street.

IN THE COUNTY OF SAN MATEO, AND IN THE CITY OF SAN MATEO.

Thirty-ninth: Connecting with the United Railroads' tracks at the intersection of Mission street and the San Mateo County Line; thence along said Mission street or road to Daly City; also, connecting with United Railroads' track at the intersection of San Jose avenue and the San Mateo County Line; thence along the county road to Holy Cross Cemetery; thence over private property in a southeasterly direction to and across aforesaid county road; thence over private property in a southeasterly direction to and across A street in Baden; thence over private property to and across First street in Baden; thence over private property to and across B street in Baden; thence over private property to and across Second street in Baden; thence over private property to and across C street in Baden; thence over private property to and across D street in Baden; thence over private property in a southerly direction, to and across San Bruno lane; thence over private property in a southeasterly direction to and across an unnamed county road running from South San Francisco to the county road in this paragraph first mentioned; thence over private property in a southeasterly direction to Railroad avenue in the Town of Millbrae; thence over and along Railroad avenue, across Millbrae and Linden avenues, and over private property in Millbrae, in a southeasterly direction, to and across an unnamed public road in Millbrae; thence in a southeasterly direction over private property to the open space adjoining the depot grounds of the Southern Pacific Railway Company at Burlingame; thence over and across said open space, and across Burlingame avenue to Highland avenue; thence along Highland avenue to San Mateo drive; thence along San Mateo drive to Peninsular avenue and the city limits of the City of San Mateo; thence along San Mateo drive to and across Bellevue avenue; thence along Griffiths avenue to Baldwin avenue; thence along Baldwin avenue to B street; thence along B street to Third avenue; thence along Third avenue to D street; thence along D street to Second avenue; thence along Second avenue to B street; thence along B street to Baldwin avenue; thence along Baldwin avenue to Ellsworth avenue; thence along Ellsworth avenue to Poplar avenue; thence along Poplar avenue to Griffiths avenue; also, beginning at a point on Third avenue, in the City of San Mateo, on the route last above described, near the intersection of Third avenue and B street; thence northerly to Second avenue.

Also in the said City and County of San Francisco the following railroad and railroad tracks of the GOUGH STREET RAILROAD COMPANY, operated by said United Railroads of San Francisco under lease thereof to it by said Gough Street Railroad Company:

First: Commencing at the intersection of McAllister and Gough streets; thence along Gough street to Market street.

Also in the said City and County of San Francisco, and partly in said City and County of San Francisco and partly in the County of San Mateo the following railroads and railroad tracks of the SAN FRANCISCO ELECTRIC RAILWAYS, operated by said United Railroads of San Francisco under lease to it thereof by said San Francisco Electric Railways:

First: Commencing at the intersection of Parnassus and Third avenues; thence along Parnassus avenue to Judah street; thence along Judah street to Ninth avenue; thence along Ninth avenue to Pacheco street; also,

Second: Commencing at the intersection of Lincoln way and Twentieth avenue; thence along Twentieth avenue to Wawona street; thence along Wawona street to Nineteenth avenue; thence along Nineteenth avenue to Sloat boulevard; also, commencing at the intersection of Twentieth avenue and Taraval street; thence along Taraval street to Thirty-third avenue; thence along Thirty-third avenue to Vicente street; thence along Vicente street to Thirty-fifth avenue; thence along Thirty-fifth avenue to Sloat boulevard; also,

Third: Commencing at the intersection of Junipero Serra boulevard and Ocean avenue; thence along Junipero Serra boulevard to Sloat Boulevard; thence along Sloat boulevard to Great Highway; also,

Fourth: Commencing at the intersection of Geneva and Mission streets; thence along private property adjoining Geneva avenue to the dividing line between the properties of the Crocker Estate Company and the Dimond Estate Company; thence running along in a southerly direction to Carter street on lands of Martin and Dimond Estates; thence abutting Wallridge street on lands of Dimond Estate Company to Schwerin street; thence through lands of Dimond Estate Company to San Bruno road.

SCHEDULE OR LIST OF LEASES OF AND LEASEHOLD INTERESTS IN REAL AND PERSONAL PROPERTY AND RAILROADS, FRANCHISES, ROLLING STOCK AND OTHER PROPERTY IN THE CITY AND COUNTY OF SAN FRANCISCO, AND IN THE COUNTY OF SAN MATEO.

All that lease of and leasehold interest in real and personal property, railroads and franchises, rolling stock and other property, which United Railroads of San Francisco has acquired under and pursuant to a certain lease executed by San Francisco Electric Railways, a corporation, to said United Railroads of San Francisco, dated the 13th day of August, 1909, and recorded in the office of the County Recorder of the County of San Mateo, on the 7th day of May, 1910, in Volume 74 of Leases, page 104, et seq., and also recorded in the office of the County Recorder of the City and County of San Francisco on the 18th day of July, 1910, in Liber 35 of Leases, page 132, by which lease said San Francisco Electric Railways leased to said United Railroads of San Francisco for the term beginning on the 13th day of August, 1909, and ending on the first (1st) day of January, 1932, certain lands described in said lease, some thereof being situated in the said City and County of San Francisco, and some thereof being situated in said County of San Mateo, and also certain rights of way through and over certain lands in said City and County of San Francisco, and in said County of San Mateo, and also certain franchises, rights and privileges to construct, lay down, operate and maintain street railroads over, along and upon certain streets, avenues, roads and highways in the City and County of San Francisco, which franchises, rights and privileges were granted by ordinances and orders and resolutions and permits of the Board of Supervisors of said City and County of San Francisco, particularly described in said lease; and also certain franchises, rights and privileges to construct, lay down, operate and maintain a street railroad over, along and upon certain streets, avenues, roads and highways in the County of San Mateo, which franchises, rights and privileges were granted by the Board of Supervisors of said County of San Mateo by ordinances and resolutions of said last mentioned Board of Supervisors particularly described in said lease; the said ordinances and resolutions and permits of said Board of Supervisors of the City and County of San Francisco being particularly described in said lease by their respective numbers and dates of passage or approval, as follows, to-wit:

Bill No. 137, Ordinance No. 288 (New Series) approved October 17, 1907;

Bill No 405, Ordinance No. 425 (N. S.) approved May 12, 1908;

Resolution No. 3460 (New Series) approved March 20th, 1909;

and the said ordinance of the said Board of Supervisors of the County of San Mateo being more particularly described in said lease by number and date of passage or approval as follows, to-wit:

Ordinance No. 227, passed September 8th, 1908.

Also all that lease and leasehold interest in real and personal property, railroads, franchises, rolling stock and other property which United Railroads of San Francisco has acquired under and pursuant to a certain lease executed by said San Francisco Electric Railways to said United Railroads of San Francisco, dated the 15th day of March, 1912.

by which said San Francisco Electric Railways leased to said United Railroads of San Francisco, for the term commencing on March 15th, 1912, and continuing for the full term of the franchise hereinafter described, that certain franchise known as Bill No. 1491, Ordinance No. 1460, New Series, which was passed and adopted by the Board of Supervisors of said City and County of San Francisco on January 23rd, 1911, granting a franchise for a right of way and the right to construct, maintain and operate a double track standard gauge street railroad, for the term of twenty-five years, over and upon the following described route, to-wit: Commencing at the intersection of Parnassus and Third avenues, running thence along Parnassus avenue to Judah street; thence along Judah street to Ninth avenue; thence along Ninth avenue to Pacheco street.

And also all right, title and interest of the said United Railroads of San Francisco in any and all property of every description which said United Railroads of San Francisco has acquired, or to which it may be entitled under any of the said lease, including all and singular the railroad, railroad lines, roadways, roadbeds, rails, fixtures and appurtenances, along and upon the routes of the railroads described in all the said leases, and including all tracks, rails, poles, wires, switches, branches and turnouts, or rights of way, superstructures, side tracks, or sidings in connection with said leased property, now constructed or hereafter to be constructed.

Also, all that leasehold and right, title and interest which United Railroads of San Francisco has or owns under and by virtue of a certain lease dated the 1st day of November, 1910, made between Gough Street Railroad Company, a corporation, as party of the first part, and said United Railroads of San Francisco, as party of the second part, whereby said Gough Street Railroad Company demised and leased to said United Railroads of San Francisco for the term beginning on the 1st day of May, 1910, up to and including the 14th day of June, 1935, all that franchise, right and privilege which was granted by the City and County of San Francisco to A. J. Pon by that certain ordinance known as Bill No. 1244, and Ordinance No. 1196, New Series, granting to A. J. Pon a franchise for a right of way and the right to construct, maintain and operate a double track railroad, together with all the necessary branches, side tracks, turn outs, switches, curbs, and crossings along Gough street between McAllister and Market streets, which ordinance was passed and adopted by the Board of Supervisors of said City and County of San Francisco on June 13, 1910, and approved by the acting Mayor and ex-officio president of said Board of Supervisors on June 14, 1910, and which franchise was transferred by said A. J. Pon to said Gough Street Railroad Company, and also all the leasehold interest, right and title which the said United Railroads of San Francisco has or owns under the said lease, and all and singular the railroad, railroad lines, roadway, roadbed, rails, fixtures and appurtenances which were acquired by said Gough Street Railroad Company and situate in said City and County of San Francisco in, along and upon said Gough street from McAllister street to Market street, including all tracks, rails, poles, wires, switches, branches and turn outs or rights of way, superstructures, side tracks or sidings in connection therewith now constructed or hereafter to be constructed.

SCHEDULE OR LIST OF SHARES OF THE CAPITAL STOCK OF CORPORATIONS AND INTERESTS IN SHARES OF CAPITAL STOCK OF CORPORATIONS AND BONDS, AND INTEREST IN BONDS, AND OTHER PERSONAL PROPERTY HELD OR OWNED BY SAID UNITED RAILROADS OF SAN FRANCISCO.

184 5% bonds of San Francisco Electric Railways, each for the principal sum of $1,000, with interest coupons appertaining thereto attached as follows:

94 bonds with Coupon No. 17 due January 1, 1918, and all later.

10 bonds with Coupon No. 18 due July 1, 1918, and all later.

10 bonds with Coupon No. 19 due January 1, 1919, and all later.

20 bonds with Coupon No. 20 due July 1, 1919, and all later.

5 bonds with Coupon No. 21 due January 1, 1920, and all later.

45 bonds with Coupon No. 22 due July 1, 1920, and all later.

The said bonds are secured by trust mortgage of San Francisco Electric Railways to Union Trust Company of San Francisco, dated August 11, 1909, and recorded in the County Recorder's office of San Francisco, August 16, 1909, in Liber 127 of Mortgages, page 61.

9 6% bonds of The Omnibus Cable Company, each for the principal sum of $1,000, with all interest coupons appertaining thereto matured and paid, secured by a trust mortgage made by said The Omnibus Cable Company to California Safe Deposit and Trust Company, dated April 2, 1888, and recorded April 2, 1888, in the Recorder's office of San Francisco, in Liber 870 of Mortgages, page 316, of which trust mortgage Union Trust Company of San Francisco is now trustee in place of said California Safe Deposit & Trust Company.

$1,900 (par value) United States First Liberty converted 4¼% bonds, with all unmatured coupons attached, in the custody of A. M. Dahler, treasurer of said United Railroads of San Francisco.

$100 (par value) United States Third Liberty 4¼% bonds, with all unmatured coupons attached, in the custody of A. M. Dahler, treasurer of said United Railroads of San Francisco.

$6,050 (par value) United States Fourth Liberty 4¼% bonds, with all unmatured coupons attached, in the custody of A. M. Dahler, treasurer of said United Railroads of San Francisco.

$10,000 (par value) United States Fourth Liberty 4¼% bonds, with all unmatured coupons attached, deposited with the treasurer of the State of California as security under a self-insurance certificate issued by the Industrial Accident Commission.

$10,000 (par value) United States Fifth Victory 4¾% bonds, with all unmatured coupons attached, on deposit with the treasurer of the State of California as security under a self-insurance certificate issued by the Industrial Accident Commission.

$4,850 (par value) United States Fifth Victory 4¾% bonds with all unmatured coupons attached, in the custody of A. M. Dahler, treasurer of said United Railroads of San Francisco.

18 shares of the capital stock of Fireman's Fund Insurance Company, evidenced by Stock Certificate No. 8715, standing in the name of George B. Willcutt, trustee.

38/50 shares of the capital stock of Fireman's Fund Insurance Company, evidenced by Stock Certificate No. 8714, standing in the name of George B. Willcutt, trustee.

16 shares of the capital stock of Fireman's Fund Insurance Company, evidenced by Stock Certificate No. 10328, standing in the name of George B. Willcutt, trustee.

12/50 shares of the capital stock of Fireman's Fund Insurance Company, evidenced by Certificate No. 10329, standing in the name of George B. Willcutt, trustee.

15,000 shares Panama Pacific Exposition Company stock, evidenced by Voting Trust Certificate No. 10335.

100 shares of the capital stock of Palace Hotel Company, evidenced by Certificate No. 91, standing in the name of George B. Willcutt, trustee.

11 promissory notes made by The Railroads & Power Development Company to the order of United Railroads of San Francisco, each payable five years after date thereof, with interest at 5% per annum, the said promissory notes bearing the dates and for the principal sums following, to-wit:

May 31, 1912	$100,000.00
May 31, 1912	100,000.00
May 31, 1912	37,000.00
May 31, 1912	34,000.00
May 31, 1912	172.60
June 30, 1912	61,712.17
June 30, 1912	36,000.00
June 30, 1912	22,400.00
Sept. 5, 1912	10,000.00
Sept. 5, 1912	10,000.00
Aug 1, 1913	7,500.00

Promissory note of South San Francisco Railroad & Power Company for $55,000.00, dated March 1, 1917, payable to the order of United Railroads of San Francisco on or before January 31, 1918, with interest at 6% per annum, payable semi-annually, with a balance of $15,000.00 due and unpaid thereon.

186,164-11/100 shares of the capital stock of Market Street Railway Company, standing in the name of Union Trust Company of San Francisco, trustee of First General Deed of Trust of United Railroads of San Francisco, dated June 7, 1902.

19,995 shares of the capital stock of Sutter Street Railway Company, standing in the name of Union Trust Company of San Francisco, trustee of First General Deed of Trust of United Railroads of San Francisco, dated June 7, 1902.

23,073 shares of the capital stock of Sutro Railroad Company, standing in the name of Union Trust Company of San Francisco, trustee of First General Deed of Trust of United Railroads of San Francisco, dated June 7, 1902.

9,995 shares of the capital stock of San Francisco & San Mateo Electric Railway Company, standing in the name of Union Trust Company of San Francisco, trustee of First General Deed of Trust of United Railroads of San Francisco, dated June 7, 1902.

9994 shares of the capital stock of Metropolitan Railway Company, standing in the name of Union Trust Company of San Francisco, trustee of First General Deed of Trust of United Railroads of San Francisco, dated June 7, 1902.

130 shares of the capital stock of South San Francisco Railroad & Power Company, standing in the name of Union Trust Company of San Francisco, trustee of First General Deed of Trust of United Railroads of San Francisco, dated June 7, 1902.

597 shares of the capital stock of Gough Street Railroad Company, standing in the name of Union Trust Company of San Francisco, trustee of First General Deed of Trust of United Railroads of San Francisco, dated June 7, 1902.

5 shares of the capital stock of Market Street Railway Company, one of each of said shares standing in the names, respectively, of William M. Abbott, A. M. Dahler, K. W. Cannon, E. M. Massey and C. A. Smith.

5 shares of the capital stock of Sutro Railroad Company, one of each of said shares standing in the names, respectively, of William M. Abbott, A. M. Dahler, K. W. Cannon, E. M. Massey and C. A. Smith.

5 shares of the capital stock of San Francisco & San Mateo Electric Railway Company, one of each of said shares standing in the names, respectively, of William M. Abbott, A. M. Dahler, K. W. Cannon, E. M. Massey and C. A. Smith.

5 shares of the capital stock of Metropolitan Railway Company, one of each of said shares standing in the names, respectively, of William M. Abbott, A. M. Dahler, K. W. Cannon, E. M. Massey and C. A. Smith.

5 shares of the capital stock of the Sutter Street Railway Company, one of each of said shares standing in the names, respectively, of F. C. Boeckman, H. S. Scott, George E. Bennett, A. F. St. Sure and R. A. Messerole.

5 shares of the capital stock of South San Francisco Railroad & Power Company, one of each of said shares standing in the names, respectively, of William M. Abbott, William J. Martin, Geo. E. Bennett, A. M. Dahler and Geo. B. Willcutt.

3 shares of the capital stock of Gough Street Railroad Company, one of each of said shares standing in the names, respectively, of C. A. Smith, David Livingston and Geo. E. Bennett.

All the right, title and interest of United Railroads of San Francisco in 1150 shares of the capital stock of California Street Cable Railroad Company, standing in the name of James H. Lyons, which stock is now a part of the sinking fund in the custody and under the control of A. M. Dahler, treasurer of United Railroads of San Francisco, as part of the sinking fund provided for in the deed of trust made by The Omnibus Cable Company to California Safe Deposit & Trust Company, dated April 2, 1888, recorded in the records of the City and County of San Francisco in Liber 870 of Mortgages, page 316, of which mortgage Union Trust Company of San Francisco is now trustee; the interest of said United Railroads of San Francisco being subject to the prior lien of said deed of trust of said The Omnibus Cable Company.

All the right, title and interest of said United Railroads of San Francisco in 614 6% debentures, each of the par value of $1000 of United Railways Investment Company, which debentures are now in the custody of said A. M. Dahler, as treasurer of said United Railroads of San Francisco as part of said sinking fund provided for in said deed of trust of The Omnibus Cable Company; the interest of said United Railroads of San Francisco being subject to the prior lien of said deed of trust of said The Omnibus Cable Company.

All the right, title and interest of said United Railroads of San Francisco in 556 5% bonds of said San Francisco Electric Railways, each of the par value of $1000, with Coupon No. 17, due January 1, 1918, and all subsequent thereto attached, which bonds are in the custody of said A. M. Dahler as treasurer as aforesaid as part of the sinking fund provided for by said deed of trust of said The Omnibus Cable Company; the interest of said United Railroads of San Francisco being subject to the prior lien of said deed of trust of said The Omnibus Cable Company.

All the right, title and interest of said United Railroads of San Francisco in $366,000 five year 5% promissory notes of The Railroads & Power Development Company, which notes, with unpaid balances due of $100,000, $100,000, $100,000 and $66,000, respectively, are in the custody of said A. M. Dahler as treasurer as aforesaid, as part of the sinking fund provided for by said deed of trust of said The Omnibus Cable Company; the interest of said United Railroads of San Francisco being subject to the prior lien of said deed of trust of said The Omnibus Cable Company.

All the right, title and interest of said United Railroads of San Francisco in 170 6% bonds of The Omnibus Cable Company, each of the par value of $1000, with all interest coupons appertaining thereto matured and paid, which bonds are in the custody of said A. M. Dahler as treasurer as aforesaid, as part of the sinking fund provided for by said deed of trust of said The Omnibus Cable Company; the interest of said United Railroads of San Francisco being subject to the prior lien of said deed of trust of said The Omnibus Cable Company.

All the right, title and interest of said United Railroads of San Francisco in $50,000 (par value) certificates of interest issued by the Anglo & London Paris National Bank, certifying the interest to the holder in the proceeds of certain 6% bonds of the Market Street Cable Railway Company, issued pursuant to an agreement dated October 16, 1916, made between Ladenburg, Thalmann & Company, party of the first part, Market Street Railway Company and United Railroads of San Francisco, parties of the second part, and the Anglo & London Paris National Bank of San Francisco, party of the third part, which certificates of interest are in the custody of said A. M. Dahler as treasurer as aforesaid, as part of the sinking fund provided for by said deed of trust of said The Omnibus Cable Company; the interest of said United Railroads of San Francisco being subject to the prior lien of said deed of trust of said The Omnibus Cable Company.

Also all the right, title and interest of said United Railroads of San Francisco in 134 5% bonds of said San Francisco Electric Railways, each of the par value of $1000 with Coupon No. 17 due January 1, 1918, and all subsequent thereto attached, which bonds are held by said A. M. Dahler as treasurer as aforesaid, as part of the sinking fund provided for in the trust mortgage made by Sutter Street Railway Company to California Title Insurance & Trust Company, trustee, dated May 1, 1888, recorded the same day in San Francisco Records, Liber 1286 of Deeds, page 336, and also recorded on September 21, 1908, in said San Francisco Records in Book 193 of Deeds, page 350, of which trust mortgage Union Trust Company of San Francisco is now trustee and which bonds are subject to the prior lien of the said trust mortgage of said Sutter Street Railway Company.

Also all the right, title and interest of said United Railroads of San Francisco in 176 6% debentures of the par value of $1000 each of United Railways Investment Company, which debentures are held by said A. M. Dahler as treasurer as aforesaid, as part of the sinking fund provided for in the trust mortgage made by Sutter Street Railway Company to California Title Insurance & Trust Company, trustee, dated May 1, 1888, recorded the same day in San Francisco Records, Liber 1286, of Deeds, page 336 and also recorded on September 21, 1908, in said San Francisco Records in Book 193 of Deeds, page 350, of which trust mortgage Union Trust Company of San Francisco is now trustee and which debentures are subject to the prior lien of said trust mortgage of said Sutter Street Railway Company.

All the right, title and interest in $116,600 (par value) 5% promissory notes of the Railroads & Power Development Company, payable to its own order and endorsed by it, which promissory notes are held by said A. M. Dahler as treasurer as aforesaid, as part of the sinking fund provided for in the trust mortgage made by Sutter Street Railway Company to California Title Insurance & Trust Company as trustee, dated May 1, 1888, recorded the same day in San Francisco Records, Liber 1286 of Deeds, page 336 and also recorded on September 21, 1908, in said San Francisco Records in Book 193 of Deeds, page 350, of which trust mortgage Union Trust Company of San Francisco is now trustee and which notes are subject to the prior lien of the said trust mortgage of said Sutter Street Railway Company.

All the right, title and interest of United Railroads of San Francisco, in and to 49 5% bonds of the par value of $1000 each of said Sutter Street Railway Company, with all interest coupons appertaining thereto matured and paid, now held by said A. M. Dahler as treasurer as aforesaid, as part of the sinking fund provided for in the said trust mortgage of the Sutter Street Railway Company to California Title Insurance & Trust Company, the interest of said United Railroads of San Francisco being subject to the prior lien of said deed of trust of said Sutter Street Railway Company.

All the right, title and interest of United Railroads of San Francisco in and to $34,500 (par value) United States Fourth Liberty 4¼% bonds, with all unmatured coupons attached, which bonds are held by said A. M. Dahler as treasurer as aforesaid, as part of the sinking fund provided for in said trust mortgage made by said Sutter Street Railway Company and which bonds are subject to the prior lien of the said trust mortgage of said Sutter Street Railway Company.

All the right, title and interest of United Railroads of San Francisco in and to the sum of $13,000 now held by Union Trust Company of San Francisco as trustee under the trust mortgage made by Market Street Railway Company to Union Trust Company of San Francisco, dated July 12, 1894, and recorded July 14, 1894, in the records of the City and County of San Francisco, in Liber 1084 of Mortgages, page 274, and also recorded on August 14, 1906, in said records in Liber 10 of Mortgages, page 35; the said sum of $13,000 being the proceeds of certain property which has been sold and conveyed and which was subject to the lien of the said deed of trust or trust mortgage made by said United Railroads of San Francisco to said Union Trust Company of San Francisco, but which was also subject to the prior lien of the said trust mortgage of Market Street Railway Company.

Also all the right, title and interest of United Railroads of San Francisco in and to the sum of $10,000 now held by Anglo-California Trust Company as trustee under the trust mortgage made by Ferries & Cliff House Railway Company to Thomas Brown and John R. Jarboe as trustees, dated March 1, 1889, and recorded April 28, 1890, in said records of San Francisco, in Liber 1396 of Mortgages, page 208; the said sum of $10,000 being the proceeds of certain property which has been sold and conveyed and which was subject to the lien of the said deed of trust or trust mortgage made by said United Railroads of San Francisco to said Union Trust Company of San Francisco but which was also subject to the prior lien of the said trust mortgage of Ferries & Cliff House Railway Company to said Thomas Brown and John R. Jarboe, said Union Trust Company of San Francisco having been appointed trustee in place of said Thomas Brown and John R. Jarboe, and said Anglo-California Trust Company having in turn been substituted as trustee in place of Union Trust Company of San Francisco, and which is also subject to the prior lien of the mortgage of the Market Street Railway Company to said Union Trust Company of San Francisco.

All the right, title and interest of United Railroads of San Francisco in and to the sum of $4,400, now held by the Union Trust Company of San Francisco as trustee under the deed of trust made by United Railroads of San Francisco to Union Trust Company of San Francisco, dated June 7, 1902, and recorded June 7, 1902, in the Records of the City and County of San Francisco in Liber 1951 of Deeds, page 198, and in Liber 1318 of Mortgages, page 92, and also recorded August 14, 1906, in Liber 8 of Mortgages, page 56, the said sum of $4,400 being the proceeds of certain property which has been sold and conveyed and which was subject to the lien of the said deed of trust.

All the right, title and interest of United Railroads of San Francisco in and to the sum of $80.48 now held by the Union Trust Company of San Francisco as trustee of the First General Deed of Trust of United Railroads of San Francisco to the Union Trust Company of San Francisco, dated June 7, 1902, as being the uninvested portion of sinking fund moneys provided for in said deed of trust.

All the right, title and interest of United Railroads of San Francisco in and to the sum of $160,238.20 now held by said A. M. Dahler as treasurer as aforesaid, as uninvested portion of the said sinking fund provided for in said deed of trust made by said Market Street Railway Company; the interest of said United Railroads of San Francisco being subject to the prior lien of said deed of trust of said Market Street Railway Company.

FRANCHISES IN THE CITY AND COUNTY OF SAN FRANCISCO.

All those certain franchises, rights and privileges to construct, lay down, operate and maintain street railroads over, along and upon the streets, avenues, roads and highways therein named, in the City and County of San Francisco, State of California, which were granted to and conferred upon certain grantees named therein, their successors and assigns, by the said City and County of San Francisco by orders and resolutions of the Board of Supervisors of the said City and County of San Francisco, and amendments thereto, which said orders and resolutions are designated hereunder by the respective numbers thereof and the respective dates of their approval or passage by the said Board of Supervisors, all of which appear from the originals of said orders and resolutions on file in the office of the Board of Supervisors of said City and County of San Francisco; the respective numbers and dates of said franchises being as follows, to-wit:

	NUMBER		
Ordinance	16		Mar. 8, 1900
"	20		June 12, 1906
"	101		Nov. 19, 1906
Order	104	(2d S.)	Aug. 8, 1898
"	105	(2d S.)	Aug. 8, 1898
Resolution	122	(3d S.)	Jan. 17, 1888
Ordinance	123		Aug. 21, 1900
Order	208	(2d S.)	Aug. 16, 1899
"	209	(2d S.)	Aug. 16, 1899
Resolution	351	(4th S.)	Dec. 10, 1897
Ordinance	571	(N. S.)	Sept. 29, 1908
"	664		Mar. 18, 1903
"	678		Apr. 3, 1903
"	716	(N. S.)	Apr. 5, 1909
Resolution	728		Aug. 17, 1900
"	904		Oct. 16, 1900
"	905		Oct. 16, 1900
"	950		Oct. 15, 1900
"	1444	(N. S.)	Oct. 17, 1907
Order	1489		Feb. 21, 1879
"	1514		Sept. 20, 1879
"	1523		Nov. 14, 1879
"	1524		Nov. 12, 1879
"	1525		Nov. 14, 1879
"	1531		Nov. 28, 1879
"	1532		Nov. 28, 1879
"	1534		Nov. 28, 1879
"	1537		Nov. 29, 1879
"	1538		Nov. 29, 1879
"	1539		Nov. 29, 1879
"	1540		Nov. 29, 1879
"	1676		June 5, 1882
"	1693		Nov. 10, 1882
"	1698		Dec. 22, 1882
"	1703		Jan. 5, 1883
"	1723		June 29, 1883
"	1736		Oct. 8, 1883
Resolution	1786		Aug. 19, 1901
Order	1839		Nov. 23, 1885
"	1856		June 1, 1886
"	1871		July 14, 1886
"	1875		Oct. 9, 1886
"	1881		Oct. 22, 1886
"	1882		Nov. 22, 1886
"	1883		Dec. 1, 1886
"	1889		Dec. 27, 1886
"	1890		Dec. 27, 1886
"	1907		Apr. 14, 1887
"	1926		Sept. 27, 1887
"	2015		Dec. 10, 1888
"	2019		Dec. 18, 1888
"	2065		June 17, 1889
"	2086		Aug. 2, 1889
"	2113		Oct. 16, 1889
Resolution	2217	(3d S.)	July 19, 1889
Order	2289		Dec. 9, 1890
"	2291		Nov. 29, 1890
Resolution	2296	(N. S.)	May 26, 1908
Order	2304		Dec. 23, 1890
"	2306		Dec. 23, 1890
"	2310		Dec. 23, 1890
"	2311		Dec. 29, 1890
"	2312		Dec. 20, 1890
"	2385		June 9, 1891
"	2407		July 14, 1891
"	2449		Oct. 2, 1891
"	2458		Oct. 21, 1891
"	2469		Nov. 18, 1891
Resolution	2504	(3d S.)	Oct. 16, 1889
Order	2535		June 3, 1892
"	2536		June 3, 1892
"	2541		June 3, 1892
"	2560		Aug. 3, 1892
"	2589		Dec. 6, 1892

	NUMBER		
Order	2590		Dec. 6, 1892
"	2601		Dec. 29, 1892
"	2685		Sept. 20, 1893
"	2723		Dec. 18, 1893
"	2781		July 9, 1894
"	2787		Aug. 1, 1894
"	2788		Aug. 1, 1894
"	2858		Apr. 15, 1895
"	2875		June 10, 1895
"	2904		Sept. 16, 1895
"	2978		Mch. 23, 1896
"	3070		Apr. 10, 1897
Resolution	3098		July 6, 1899
"	3261	(4th S.)	July 31, 1899
"	3889	(4th S.)	Jan. 16, 1900
"	5397	(N. S.)	Feb. 21, 1910
"	5151		May 18, 1891
"	5201		May 25, 1891
"	5519		Feb. 7, 1905
"	7154	(3d S.)	June 15, 1892
"	7327	(3d S.)	July 19, 1892
"	10852	(3d S.)	July 30, 1894
"	11447	(3d S.)	Dec. 3, 1894
"	11448		Dec. 3, 1894
"	11600	(3d S.)	Dec. 24, 1894
"	13055	(3d S.)	Oct. 24, 1895
"	13095	(3d S.)	Oct. 21, 1895
"	13948	(3d S.)	Mch. 9, 1896
"	16078	(3d S.)	Mch. 22, 1897
"	18946	(N. S.)	July 12, 1886
"	19207	(N. S.)	Dec. 29, 1886

FRANCHISES IN THE COUNTY OF SAN MATEO.

All those certain franchises, rights and privileges to construct, lay down, operate and maintain railroads and street railroads on, along and upon the streets, avenues, roads and highways therein named, in the County of San Mateo, State of California, which were granted to and conferred upon the grantees therein named, their successors and assigns, by ordinances of the Board of Supervisors of the County of San Mateo, which ordinances are designated hereunder by the respective numbers thereof and the respective dates of approval or passage thereof by said Board of Supervisors, all of which appears from the originals of said ordinances on file in the office of said Board of Supervisors of the County of San Mateo, in Redwood City, in said County. The respective numbers and dates of said ordinances are as follows, to-wit:

SAN MATEO COUNTY.

Ordinance No. 81, dated Oct. 6, 1890
Ordinance No. 90, dated Jun. 10, 1891
Ordinance No. 172, dated Apr. 1, 1901
Ordinance No. 180, dated Jan. 20, 1902
Ordinance No. 267, dated Dec. 15, 1913

FRANCHISES—CITY OF SAN MATEO.

All those certain franchises, rights and privileges to construct, lay down, operate and maintain railroads and street railroads, on, along and upon the streets, avenues, roads and highways therein named, in the City of San Mateo, County of San Mateo, which were granted to and conferred upon the grantees named therein, their successors and assigns, by ordinances of the Board of Trustees or City Council of said City of San Mateo, which ordinances are designated hereunder by the numbers thereof, and the date of approval or passage by the Board of Trustees of said City of San Mateo, all of which appears from the originals of said ordinances on file in the office of the City Clerk of said City of San Mateo. The respective numbers and dates of the said ordinances are as follows:

CITY OF SAN MATEO.

Ordinance No. 64, dated May 7, 1900
Ordinance No. 66, dated Jun. 4, 1900
Ordinance No. 75, dated Dec. 16, 1901
Ordinance No. 77, dated Jan. 20, 1902

Also all other property, real and personal, not hereinabove specifically described, now owned by said defendant United Railroads of San Francisco, or in which said defendant has any right, title or interest, including all moneys, franchises, rights-of-way, terminals, tracks, sidings, switches, depots, carhouses, powerhouses, transformer houses, machine or repair shops, buildings, rolling stock, cars, motors, trailers, machinery, equipment, dynamos, poles, wires, telegraph and telephone systems and lines, electrical and mechanical appliances, fixtures, furniture, tools and implements, stocks, bonds, debentures and other obligations of corporations, joint stock companies, associations or individuals, leases, leaseholds, contracts, agreements, credits, accounts and choses in action. The particular descriptions of the properties above set forth shall not be construed to limit in any manner the general description of said properties contained in this paragraph, or to exclude any property whatsoever coming within the terms of such general descriptions and not included in the said particular descriptions.

Notice is hereby further given that the said real and personal property, premises and franchises will be sold as aforesaid, to satisfy the expenses of sale and the sum of $28,154,210.00, together with interest thereon from said 4th day of February, 1921, at the rate of seven per cent per annum.

Terms of Sale: Payment shall be made by the successful bidder in cash in gold coin, on the fall of the hammer, except that after the payment in cash of the amount due the commissioner for his costs, outlays and expenses of sale and his compensation, and the amount due the plaintiff for its outlays and expenses, costs of suit and compensation for its services and for compensation of its attorneys, as provided for in said judgment and decree, the successful bidder may tender and deliver to the commissioner, in lieu of cash, and the commissioner will accept, on the terms set forth in said judgment and decree, any of the bonds of United Railroads of San Francisco, together with unpaid past due coupons appertaining thereto, described in and secured by the deed of trust of United Railroads of San Francisco to Union Trust Company of San Francisco, dated June 7, 1902.

For further terms and conditions of sale a reference is hereby made to said judgment and decree dated February 4, 1921, made and entered in said action.

Dated February 24th, 1921.

JAMES S. MULVEY, Commissioner.

HELLER, EHRMAN, WHITE & McAULIFFE, Attorneys for Plaintiff, Nevada Bank Building, San Francisco, California. Feb 25-4tF

INSTRUMENTS FILED FOR RECORD IN SAN MATEO CO.

Furnished by the
RICE ABSTRACT COMPANY
Redwood City.

John S. Freitas and wife to Charles Leo Biebel—Lot 25, block 13, Crocker Tract.

William Dauerle to Francesco Guisti and wife—Lots 22 and 23, block 21, Vista Grande.

J. Eric Johansen and wife to Josephine McCabe—Lots 26 and 27, block 36, Easton 2.

George W. Lillie to Allan J. Bouce and wife—Lot D, block 5, Burlingame Land Company 2.

James W. Pembroke to Manie Louise Pascoe Pembroke—Lot 26, San Mateo Park

John Wigington et al. to Gustav Kuschel and wife—Lot 9, block 28, Crocker Tract.

Bowie Estate Company et al. to David Houle—Lot 26, block 6, Central Addition, San Mateo.

City of Burlingame to Southern Pacific Company—25 by 100 feet for Broadway station.

Cesira Innocenti to Arcadio MartinelliCLot 34, block 98, South San Francisco 2.

Henry C. Mangels and wife to W. J. Edgar—Lot 2, block 9, Crocker Tract.

James G. Mason to William T. Middleton and wife—Lots 2 and 3, block 32, Eastern Addition, Redwood.

Caroline Mary Woodhams and husband to Clarence M. Doxsee and wife—Portion lot 25, map 1, subdivision 2, Wellesley Park.

G. Capurro et al. to Colma State Bank—Lot 8, block 14, School House Homestead.

Bowie Estate Company et al. to Lenora E. Bale—Lot 1, block 7, Central Addition, San Mateo.

Estate of Bridget M. Frauenkron to Joseph J. Frauenkron—Half interest lot 427, Mission Street Extension.

Anna Frickinger to Elias Zanini and wife—Lot E, block 6, Burlingame Land Company 2.

Estate of Walter Thiemann to Annie Berndt (formerly Thiemann, widow)—Half interest lot 28, block 7, Crocker Tract.

W. H. McCoy to Matilde Bisio—Lots 30 to 36, block 4, West Redwood.

Isabelle Smith to Henry W. Smith and wife—Lot 12, Dominga Tract.

Aina .C Keyes and husband to Howard A. Foy and wife—Lot 4, block 43, Easton 3.

Aksel W. Eriksen and wife to Anglo-California Trust Company—Lots 20 and 32, block K, San Bruno Park 1.

Estate of Anton Larsen to Elizbeth Larsen (widow)—Lot 17, block 3, Vista Grande.

Elizabeth Larsen to Mary Dubetz—Same lot.

Ethel Cook Curran to Ross Ambler Curran (husband)—Lots 2, 3, 25 and 26, portion 4 and 24, block 11, subdivision 2, Burlingame Park.

Charles Perry to Lulu K. Perry (wife)—Lot 3, block K, Hayward Park 3.

Omero Andreoni and wife to Leopoldo Bocci and wife—Lot 22, block 97, Martin's Subdivision, South San Francisco.

Same to same—Lot 30, block 98, South San Francisco 2.

Constantin Schwabe to Christine D. Schwabe (wife)—Lots 17 and 18, block 52, Bowie Estate, Eastern Addition, San Mateo.

Charles J. Thompson and wife to William Beguhl and wife—Lots 1, 2 and 3, block 17, Millbrae Villa Tract.

John F. Lee and wife to C. L. Rockhill and wife—South 32 feet 4 inches lot 7, block 33, Western Addition, San Mateo.

Bank of Halfmoon Bay to Giovanni Patroni—Lot 3, block 6, Princeton.

Antone Phillips Dutra to Joe F. Bettencourt and wife—2 acres on Kelly street, Halfmoon Bay.

Alma L. Shimer to Harry W. Shimer—Lots 14 and 15, block 9, Burlingame Park 2.

Harry W. Shimer and wife to George H. Bunting and wife—Same lots.

Ansel M. Easton and wife to Blanche H. Low—Lot 31, block 3, Burlingame Park 4.

Estate of Joseph J. Silicani to Edith Silicani et al.—Lot 71, block 7, School House Extension.

JOSEPH GIBSON, PIONEER, RETURNS AFTER MANY YEARS

Joseph Gibson, one of South San Francisco's pioneer residents, has been in town for several days and may again become a resident of this city. Mr. Gibson was in the contracting business when this city was founded and laid the first sewer line the city had, that on Grand avenue. This was in 1892, just after the town was incorporated. He returns now after an absence of twelve years.

FILE RAILROAD CLAIMS BEFORE MARCH 1 OR NEVER

In order to protect shippers from the operation of the statute of limitations, G. W. Luce, freight traffic manager of the Southern Pacific Company, has instructed Southern Pacific agents to advise shippers and consignees in their territories that according to the law department of the United States Railroad Administration, all claims, even for straight overcharges, arising from transactions during the period of federal control of the railroads must be filed with the Interstate Commerce Commission before March 1, 1921.

The necessity for filing of overcharge claims with the commission before March 1st next, lies in the fact that under section 206, paragraph (c), of the transportation act of 1920, the jurisdiction of the Interstate Commerce Commission to award reparation as to shipments moving during federal control is specifically limited to one year after the termination of federal control, and that consequently in any case where it might be necessary to secure a refund, the commission would be barred from jurisdiction unless such claim had previously been duly registered with it on or before February 28, 1921.

"JACK" McDONALD RETURNS TO MAKE HIS HOME HERE

John J. McDonald, a storekeeper in South San Francismo many years ago, has returned to this city with his family. He formerly owned a grocery store on Grand avenue, where C. F. Schurk's electrical shop is now. Later he sold his store to A. Raffaelli and went into business in Monterey, where he has been since. Recently he sold his store in Monterey and plans to make his home in South San Francisco again. All the old-timers know "Jack" McDonald.

STOP! LOOK! LISTEN!

Big Retiring From Business

SALE!

On account of the retiring from the firm of G. Bortoli, this store will hold a great price reducing sale on all stock, including shoes and men's furnishings.

Our Stock Must Be Reduced At Once

Everything Must Be Sold At Less Than Cost.

This is our first sale and it's going to be a real one. Take advantage of it while you have a chance and save money. We advise all our customers that owing to the big reductions every purchase must be STRICTLY CASH, and the sale will last only a few days.

The Following Are a Few of the Bargains We Offer You:

Men's Shoes

$5.00 Men's Scouts, at	$3.85
$4.50 Men's Scouts, at	$3.75
$4.00 Men's Scouts, at	$3.35
$3.50 Men's Scouts, at	$2.75
$7.50 Waterproof Work Shoes, at	$5.90
$6.00 Petaluma Work Shoes, at	$4.75
$5.00 Black Work Shoes, at	$3.90
$11.50 Men's Dress Shoes, English last, at	$8.95
$9.00 Men's Dress Shoes, at	$7.35
$7.00 Men's Dress Shoes, at	$5.75
$6.00 Men's Dress Shoes, at	$4.75
$4.50 Men's Dress Shoes, at	$3.45

Ladies' Shoes

$11.00 Black and Brown, at	$8.00
$7.50 Black, military heels, at	$5.95
$4.50 Patent Leather, at	$2.45
$6.50 Brown, medium heel, at	$5.50

Girls' Shoes

$3.50 (sizes 9 to 13½), at	$2.50
$4.00 (sizes 1 to 2), at	$3.00
$3.50 (sizes 1 to 2), at	$2.50
$3.00 (sizes 8 to 13½), at	$1.95

Boys' Shoes

$4.50 (sizes 2½ to 5), at	$3.45
$4.00 (sizes 1 to 2), at	$3.25
$3.75 (sizes 9 to 13½), at	$2.95

Children's Shoes

$1.50 (sizes 4 to 8), at	95c

Many other styles greatly reduced

Gents' Furnishings

$2.00 Can't Bust 'Em Overalls and Jumpers, at	$1.50
$2.50 Black Jeans, at	$1.75
$5.50 Corduroys, men's sizes, at	$3.75
$4.50 Corduroys, boys' sizes, at	$3.25
$6.00 Heavy O. D. Flannel Shirts, at	$4.75
$5.50 O. D. Flannel Shirts, at	$4.25
$4.00 Good Wool Shirts, at	$2.75
$3.50 Heavy Gray Flannel, at	$2.45
$1.50 Best quality Men's Work Shirts, in all colors, at	85c
$3.50 Golf Shirts, at	$2.25
25c Collars, at	15c
$4.50 Scotch Woolen Garment, BEST GRADE, at	$3.50
$3.00 Glastenbury Woolen Garment, at	$2.25
$1.25 Heavy Ribbed Underwear, at	85c
$1.00 Lightweight Ribbed Underwear, at	65c
25c Canvas Gloves, at	15c
50c Leather Palm Gloves, at	35c
$1.25 Leather Work Gloves, gauntlet, at	95c
$2.50 Horsehide Gloves, at	$1.65
$3.50 Horsehide and Buckskin Gloves, at	$2.25
50c Heavy Wool Bundle Socks	3 pair for $1.00
65c Cashmere Socks	45c
$1.00 Silk Socks	65c
75c Fiber Silk Socks	50c
50c Socks, all colors	3 pair for $1.00
25c Socks, all colors	3 pair for 50c
20c Socks, black and brown	2 pair for 25c
25c Heavy Cotton Bundle Socks	2 pair for 25c
50c Engineer's Caps	35c

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104-106 Grand Avenue **South San Francisco**

GOOD GOODS AT LOWEST PRICES

Dry Goods, Ladies' and Gentlemen's Furnishing Goods

A COMPLETE LINE AT LESS THAN CITY PRICES

Look over our goods and you will be surprised at how cheaply you can buy at this store.

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A. P. Bellisle

DISTRICT MANAGER

307 "B" St. San Mateo

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An Interesting Event FOR Hundreds of Young People

is the formation of new classes for students entering in January and early February at

THE ROWE SCHOOL

MONADNOCK BUILDING 681 MARKET STREET

SAN FRANCISCO

Complete secretarial, commercial, and special courses are available. These courses include such subjects as Shorthand, Typewriting, Bookkeeping, Accountancy, Arithmetic, Commercial Law, Business English, Legal Forms and Documents, Business Administration and Procedure with intensive training courses in preparation for secretarial employment.

This school fits its students only for the best type of positions.

Day and Evening Sessions

H. M. ROWE, President ADA R. COLLINS, Principal

Fill out Coupon for further information. Name..... Address.....

MISTAKE IN THE LOCATION.

Despite Waiter's Assertion, Traveler Was Convinced They Were in the Wrong Room.

The late William Dean Howells was very fond of traveling in Spain. He once said on his return from Andalusia:

"The Spaniards, especially the southern Spaniards, have enormous families. Eight children is the average, and families of sixteen and seventeen children are quite common.

"But they don't know how to raise these children. They take babies of three or four months traveling with them. In every hotel and train there are sure to be as many babies as adults.

"I was ushered one evening by a Malaga waiter into the lofty marble and bronze restaurant of a sumptuous hotel. This restaurant was crowded with babies.

"'This is our dining hall, senor,' said the waiter, complacently.

"I put my hands over my ears.

"'Your dining hall?' I said. 'Don't you mean your bawl room?'"

EVIDENTLY SET HIM THINKING.

Reminiscences of Sharp-Voiced Woman Woke Young Man to Possibilities of Situation.

"Charles," said a sharp-voiced woman to her husband in the smoking compartment, "do you know that you and I once had a romance on a train?"

"Never heard of it," replied Charles, in a subdued tone.

"I thought you hadn't, but don't you remember it was a pair of slippers I presented to you the Christmas before we were married that led to our union? You remember how nicely they fitted, don't you? Well, Charles, one day when we were going to a picnic, you had your feet upon a seat, and when you weren't looking I took your measure. But for that pair of slippers I don't believe we'd ever have been married."

A young, unmarried man, sitting near by with a girl, immediately removed his feet from the seat.

Age is a matter of comparison, but it should never be a bitter comparison.

Unless she is fat enough to be in a sideshow a girl will never admit that she is more than plump.

MRS. DOLLEY GIVEN PARTY IN HONOR OF BIRTHDAY

The sewing circle of St. Paul's Methodist Church gave Mrs. F. S. Dolley a surprise party last Friday night in honor of her birthday. All the guests were in costume and a jolly evening was spent.

MRS. E. C. PECK ENTERTAINS.

On Wednesday Mrs. E. C. Peck entertained at luncheon. The guests were Mrs. Joseph Nash of San Francisco and her daughter, Miss Caroline Nash, the latter a noted pianist. Paglio Antonio, a well-known San Francisco tenor, and Mrs. E. H. Molony of this city completed the party.

SO. S. F. BALL TEAM WINS GAME FROM MOUNTAIN VIEW

The boys' basketball team of the South San Francisco high school won a game from a team from Mountain View last Friday, the score at the end of the game standing 52 to 28 in favor of the local team. A splendid game was played by the home boys, who won by sheer merit and in spite of the fact that they were greatly outweighed by the visiting team.

LAND UNDER IRRIGATION DOUBLED IN LAST TEN YEARS

Land in San Mateo county under irrigation has doubled in extent in the past ten years, with the prospect that in the near future the acreage will be increased much more still, according to figures just issued by the Bureau of Census. Statistics are being issued on the subject for all the counties in California, and those below are given for this county.

Acreage irrigated, 1919	7137
Acreage irrigated, 1909	3648
Per cent of increase	95.6
Acreage to which existing works are capable of supplying water, 1920	8240
1910	3653
Per cent of increase	125.6
Acreage to be irrigated by works either completed or under construction, 1920	9399
1910	3983
Per cent of increase	136.0

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"Good qualities, like good steel knives, grow dull of edge unless they are used."

Don't wait for your happiness until others hand it to you on a silver platter.

THERE'S NO BALK LINE

about V. & T. cigars. You can smoke as many as you want to without any bad effects. They are so mild in flavor, so mellow and smooth, that you can smoke them to your heart's content and enjoy every puff. They'll soothe your mind and help you play a better game.

Smokers and Conchas, 3 for 25c
Epicures, 10c
St. Francis, 15c
Kings, 15c

VIETTE & THATCHER, 207 Grand Ave.

SOUTH SAN FRANCISCO

A SOUND

7½ Per Cent

Investment

FIRST PREFERRED STOCK OF

Pacific Gas and Electric Company

Non-Assessable.
Exempt from Personal Property Tax in California.
Exempt from Normal Federal Individual Income Tax.
Dividends paid every three months.
Price $80.00 per share, netting 7½% on investment.

GIVE ORDERS OR APPLY FOR FURTHER PARTICULARS TO

PACIFIC GAS AND ELECTRIC COMPANY

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PACIFIC GAS AND ELECTRIC COMPANY

Stock Sales Department

445 Sutter Street, SAN FRANCISCO

Make remittances payable to Pacific Gas and Electric Co.

LACHMAN BROS

Mission at 16th

Phone Market 265

GIVE TIME ON FURNITURE

The Big, Low-Rent Mission Street Homefurnishing Establishment

3 Buildings—16 Floors

Lowest Prices Always---Liberal Credits

A New Lowered 1921 Price Ticket

On Every Article in Our Extensive Stock

(Except Victrolas and Victor Records)

The low-price level for months to come has been reached at Lachman Bros. Our new prices are not based on reductions that manufacturers have already made, but on the larger reductions that we feel sure will be made later in the year.

So it is not necessary to put off buying needed Housefurnishings—to wait for lower prices. Better values, large assortments and superior service are always assured features at this store.

We extend Credit and deliver Free to all parts of the Bay Counties

Have You Noticed

How South San Francisco Is Growing?

We are now the second largest City in San Mateo County.

Big developments are in store for South San Francisco.

Invest in some of this property today and thereby secure a share of the big profits that are sure to follow the growth of this City.

Remember, one good investment is worth a lifetime of labor.

E. C. PECK COMPANY

Land Office, Corner Grand and Linden Aves.

OR OF THE

SOUTH SAN FRANCISCO LAND AND IMPROVEMENT CO.

W. J. MARTIN, General Manager

Patronize our Advertisers. They are proving themselves wideawake and worthy of your trade. Tell them you saw their ads in this paper. : : :

-- Colma-San Bruno Page --

Help make this page worth while. Send in news notes. We will appreciate your help, and it will make your page more interesting. : : :

READ YOUR HOME TOWN NEWS IN THE ENTERPRISE FIRST

SAN BRUNO LOCALS

Mrs. V. Coffasso visited with Mrs. O. Beltramo and family last Sunday.

Master Lester Empey has recovered from a slight attack of pneumonia.

A unit praper meeting was held last Wednesday at the home of H. P. Rice.

A. Avila, who is visiting with his daughter, Mrs. V. Cartano, who is ill.

Mrs. K. Richardson visited with Mr. and Mrs. Burris of San Bruno proper last Tuesday.

A board meeting was held last Monday evening by the Methodist Epescipal church.

Mrs. Samuel Mackey of Belle Air Park entertained guests at a dinner party given last Tuesday.

Mr. and Mrs. Silva and son, Mr. Gabriel, Mr. Azevedo and son visited with Mrs. V. Caetano and family last Tuesday.

J. McFarland has returned home after an absence of six months, during which time he was employed on board a ship.

Mr. and Mrs. E. E. Smith and two children are visiting with Mrs. Smith's parents, Mr. and Mrs. Wright, and family of Huntington Park.

Mrs. H. J. Ewing of San Jose spent the fore part of the week visiting with Mr. and Mrs. J. J. Ledwith and family of Belle Air Park.

The Misses Zoe and Ruth Marceaux were guests of honor at a surprise party given last Friday at their home. The party was to celebrate the girls' fifteenth and sixteenth birthdays.

The regular business meeting of the San Bruno Epworth League was held last Thursday. Parts of the stunt were assigned to members of the league. The stunt was given last night at the rally held in San Francisco.

CHORAL SOCIETY GIVES MUSICAL TREAT

Good-Sized Audience Enjoys Splendid Concert; Repeated Encores Show Appreciation.

Last Saturday evening the Peninsula Choral Society entertained music-lovers of San Bruno at its sixth concert. California Hall was fairly well filled, but the audience was not as large as it should have been for an event of this character. The choruses were all beautiful, and one in particular, "Peasant Wedding March," was encored over and over. At the request of a number of the audience, the chorus rendered "Bells" as a special number.

Roy Mortz, a former well-known popular young man of San Bruno, as soloist of the evening, delighted the people with his songs and graciously responded to the repeated encores.

Dr. E. Alan Benner and S. R. Pamphilon in a duet sang "Watchman, What of the Night?" and were called back by repeated encores.

Captain Festyn Davies, director of the socihety, is a famous tenor and is to be the chief soloist at the great festival in Wales this year. Upon his return from Europe he will again take up choral work along the peninsula. Efforts will no doubt be made to secure his services in the organization of a choral society in San Bruno. With a director of Captain Davies' caliber, such a society could be organized here which would compare favorably with those of other cities.

That concerts of the type given Saturday evening are well appreciated, even though attended by a small audience, was evidenced by the way those present demanded encores at the end of each chorus. Captain Davies deserves great credit or the admirable manner in which he conducted the concert, and it is to be hoped that San Bruno will have the honor to listen to future concerts conducted by him.

SAN BRUNO BALL TEAM TAKES GAME FROM SO. S. F.

San Bruno's baseball team defeated the South San Francisco Bears in a very fast game last Sunday afternoon on the Bears' home grounds, the score being 8 to 2. Hodson starred at the bat for the victors, securing five hits and five runs in addition. He also pitched sterling ball and was ably assisted by his battery mate, J. Starr.

Sunday the San Bruno team will play the Visitacion Valley club. This game will be played in South San Francisco, as the home diamond has not as yet been put in condition. San Bruno should be well represented there by a strong rooting section and give the local boys all the support possibe.

T. C. GAUDETTE TAKES OATH, CITY MARSHAL

Sworn in Wednesday Night; Trustees and Chamber of Commerce to Inspect Water System.

The city trustees held their regular semi-monthly meeting at the city hall Wednesday evening.

Thomas C. Gaudette of Fifth addition was appointed city marshal to succeed William F. Wedell, whose resignation takes effect March 1st. After the appointment, Mayor A. S. W. Grundy swore Mr. Gaudette in as city marshal. The trustees held an executive session Thursday evening of last week to consider the large number of applicants for the position. In view of the fact that the board was divided on this selection, several of the disgruntled applicants are now circulating petitions for the recall of the majority of the board, namely, A. S. W. Grundy, J. T. O'Connor, and Dr. F. H. Smith. To date, these petitions have not been presented with the required signatures.

City Treasurer J. A. Cunningham reported a balance of all funds of $33,849.42 as of January 31, 1921. City Clerk Nettie A. Willits reported that she has been unable as yet to prepare her report up to the end of last year, owing to tax collections and water assessments being paid in at the same time. Considerable discussion arose between the city clerk and members of the board regarding the lack of a financial report for last year. The whole subject was closed for the time being when the board authorized the city clerk to hire such competent help as necessary to finish last year's work before the next regular meeting.

City Attorney J. F. Davis reported that he had again called upon the Railroad Commission, but that that body had not as yet issued a permit to the Huntington Park Realty Company to sell its water holdings to the city of San Bruno. He stated, as he did at the last meeting, that he was informed by the clerk of the commission that this order would probably be issued within the next few days.

In the matter of the rates of the Peninsula Rapid Transit Company, the city attorney reported that he had again written the Railroad Commission stating the facts, but had not as yet received an answer. It will be recalled that a previous letter had been answered by the commission, but little or no satisfaction was obtained therefrom.

At the instance of Trustee J. T. O'Connor, City Attorney Davis reported that the attorney for Mrs. Rose had not as yet set a date for the hearing of this suit against the city.

Building permits were issued to E. Grant to build a five-room cottage for J. Diresta in Third addition; to J. Titcombe of Belle Air, to improve his house by building an addition thereto; to P. Bou, to build a garage for H. Schmidt, an dto M. Honore, to erect a building in Huntington Park.

Joseph Sammit, new owner of the poolroom, was granted a license to operate same. The old license, issued to William Martin, was cancelled and the amount of the fee ordered paid to his estate.

In a communication to the trustees, the Chamber of Commerce requested permission to inspect the new municipal water system, and requested that the trustees and public at large join them on this tour of inspection at such time most agreeable to the trustees. Sunday, March 6th, was set as the date. The starting point is to be designated by the Chamber of Commerce and will be announced later through the columns of The Enterprise.

Fire and Light Commissioner P. J. Kane reported that the Pacific Gas and Electric Company had been unable as yet to install certain lights requested in Belle Air Park and Fifth addition, but that he hoped to have same installed very shortly. Commissioner Kane also reported that the quality of the lights is very poor and that complaints are coming in every few days. This matter, he stated, has been taken up with the light company and as yet has received little satisfaction. He hopes, however, to have these faults remedied.

Commissioner Kane further reported that the improvements in the fire hall requested by the fire department have been installed as per specifications. Additional fire equipment reported as needed by the commissioner, was ordered purchased.

At the suggestion of the city attorney, the trustees passed a resolution to advertise for sealed proposals for street paving to be done in San Bruno Park and First addition. Owing to unsettled market conditions some time ago no bids were received, and the residents hope that they will not be disappointed again, as these improvements are needed badly.

The city zoning ordinance was up for discussion again and was laid over until the next meeting. The boundaries for the various zones are practically settled, as follows: Heavy manufactures, such as steel works, glass works, etc., all of the territory north and south of Belle Air Park within the existing city limits. The territory lying adjacent to the water front, although not as yet a part of the city, has been set aside for shipping and heavy manufactures also. Belle Air Park and territory lying between the Southern Pacific tracks in Fifth addition and all of Tanforan Park have been set aside for light manufactures. The retail district takes in all property lying 100 feet on either side of San Mateo drive between the United Railroads Company's property and El Camino Real and including a part of the adjacent property at the southerly end. The wholesale district lies between Sylvan avenue on the south, the retail district on the west and the U. R. R. tracks on the east in one section. The other section lies between San Mateo avenue and the S. P tracks, and is bounded on the north by the city limits of South San Francisco and on the south by the crossing. All other sections of the city are designated as residential sections.

A fund of $200 was appropriated for the purpose of having the city books audited. The city clerk was instructed to request T. E. Atkinson to audit the books as soon as they are closed for last year.

A motion was passed setting a time limit of one year upon all building permits issued. After this time such permits are void. The object is to urge builders to complete ther work as soon as possible.

The dispute as to the legal title of the property on which the septic tank in Belle Air Park is located, was referred to the city engineer for more definite data.

(Other items on page 2.)

Henry Freese, who has been on a week's vacation to Truckee, has returned to his position with the Southern Pacific Company at Palo Alto.

COLMA LOCALS

Miss Lillian Cortage visited friends here Saturday.

Mrs. Robert Herringa, who has been ill, is reported well again.

John and Irwin Bornholdt of Locke visited with friends here during the week.

Roy W. Cloud, county superintendent of schools, visited Jefferson district during the week.

Mrs. C. Ottioli of Crocker Tract visited with her friend, Mrs. Leon Fellmann Jr., on Sunday.

Bennie Picetti is the owner of four-passenger Stutz automobile, which was purchased last week.

Miss Alma Ratto of San Francisco, formerly of Colma, spent the week-end with Miss Amabela Bollentini.

Colombo and Isla Benedetti, Justin and Albina Tassaro, Louis Wohlers, and Libera Boetto motored to Moss Beach last Sunday. They returned with a good mess of mussels and reported having a good time.

Lillian and Mrs. L. Hutchinson and Dorothy Heigner of San Francisco spent Sunday at the Haubrich home.

Mrs. Jennie Boicelli spent the week-end with relatives at Redwood City.

SAN FRANCISCO DRILL TEAM VISITS OLIVE GROVE, U. A. O. D.

The old Jefferson Hall was the scene of a jolly gathering at a recent meeting of Olive Grove, No. 116, U. A. O. D., when a picked drill team from a San Francisco grove gave a friendly and fraternal visit.

BABY DAUGHTER ARRIVES AT THE PETERSON HOME

Mr. and Mrs. Peter L. Peterson became the happy and proud parents of a fine baby girl, which arrived on Tuesday, February 22d. Mother and babe are doing nicely.

GIRLS GUESTS AT THEATER OF MRS. J. HENDERSON

All the officers, members, and directors of the Girls' Club of Colma were the guests of Mrs. James Henderson at the Curran Theater Thursday evening of last week.

What Is a Fair "Tax Rate"

Suppose you own a shed worth $100.

Suppose you pay $1 in taxes on this shed.

Your tax rate is, clearly, 1 per cent on actual value.

If you pay $1.63 in taxes on your shed, your tax rate is 1.63 per cent on actual value, and this is what State officials say our average tax rate is. To be exact, the rate is given as $1.632 on each $100 of *actual* value.

That's all there is to this taxation question.

What Should Utility Companies Pay?

Now apply the same process to public utility companies, from whom the State collects a tax that is passed along to all citizens. For example, the Seavey Tax Commission's valuation on operative properties of railroads and street railroads is $519,620,000, in 1916. On the same basis used by Mr. Seavey they are worth less today.

If they paid, like the average citizen, $1.63 on each $100, they would have paid the State, in 1920, $8,480,000.

As a matter of fact, they paid in 1920, $10,122,000, or an excess of $1,642,000 over the $1.63 rate. In other words, they are paying, not 1.63 per cent, like anyone else, but 1.94 per cent on the Seavey Tax Commission's valuation of their properties.

Now our State officials demand that the taxes on public utility companies be still further increased.

A Fair Proposition

If these companies are not now paying their fair share of the proper cost of State government, they should do so. If they are now paying what they should pay, the tax burden on the public should not be increased. This situation demands facts and fair play.

The Facts Are These:

Today—to use the same example—railways and street railways are paying taxes at the rate of	**$1.94**
In 1916 the Seavey Tax Commission estimated the tax paid by railroads and street railroads, as compared with the value of their properties, at	**1.30**
An increase, since 1916, on each $100 on the Seavey valuation of	**$ .64**

or, in percentage, an increase of 59 per cent over the 1916 rate.

The average citizen's direct taxes have increased, meanwhile, 35 per cent on property which is like that of the public utilities, in that it has not increased in value.

Our Citizens Must Decide

It is for all citizens to decide whether the indirect taxes they pay through public utility companies shall be again increased when these companies are already paying at the rate of 59 per cent more than on the Seavey valuation than they paid in 1916. Be not deceived. This is your affair. The money collected through public utilities is charged back to you in the cost of food, clothes, rent, light, heat, interest rates and transportation—in everything you buy.

No Ad Valorem Tax

Remember:
No revenue deficit exists.
No ad valorum tax is needed.
Ask your legislator to demand that the State live within its income, or show WHY.

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THE HISTORY OF THE LINCOLN FAMILY

[Address delivered by E. E. Cunningham at the South San Francisco high school February 22, 1921.]

Abraham Lincoln, speaking to a friend of his mother, with tears in his eyes, said: "All that I am; all that I hope to be; I owe to my angel mother—blessings on her memory!" This tender tribute and high testimonial, paid by our greatest American to the memory of his mother, is cited as a fitting introduction to a brief review of the family of Abraham Lincoln.

Among the many wrongs of American history, none is more grievous than that which has been done the parents, and particularly the mother, of Abraham Lincoln. I know of no service an old soldier could render his country on Lincoln Day, greater or better than aiding in righting that wrong.

The wrong referred to, originated in a baseless rumor that Lincoln was born of that class known in the South as "poor whites." In time that rumor was enlarged to allege that Thomas Lincoln was not Abraham Lincoln's father, and that Lincoln's mother not only gave a fatherless boy to the world, but that she herself was an illegitimate, nameless child.

These malignant inventions were in the first place diligently spread for political purposes; and, as usual, grew with repetition, but strange to say they were eventually adopted, printed, and perpetuated by two of the early Lincoln biographers, viz: Mark Lamon and William H. Herndon; the former unwittingly, the latter maliciously. Notwithstanding the fact that these loose stories have, upon a thorough investigation and search of the records, been shown to have been altogether and absolutely false, they have been repeated and perpetuated by John T. Morse Jr. in his Lincoln biography, in two volumes, contained in the work edited by Morse under the pretentious title of "American Statesmen," a work to be found in both the public school library and the public library of this city.

The following extracts from the Lincoln biography of Morse show the character of that work: "The ignorant Thomas's indignant denial that neither a Puritan or a Quaker could be found in the line of his forebears, certainly seemed to set heredity at defiance, if such were the case: but while thus repudiating others, Thomas himself was in some danger of being repudiated; for so pained have some persons been by the necessity of recognizing Thomas Lincoln as the father of the president, that they have welcomed, as a happy escape from this so miserable paternity, a bit of gratuitous and unsupported gossip, published, though perhaps with more of malice than of faith, by Mr. Herndon, to the effect that Abraham Lincoln was the illegitimate son of some person unknown, who induced Thomas to assume the role of parent.

"Upon the mother's side the ancestral showing is meager, and fortunately so, since the case seems to be a bad one beyond reasonable hope. Her name was Nancy Hanks. She was born in Virginia, and was the illegitimate child of one Lucy Shipley. Nor was she the only instance of illegitimacy in a family which, by all acounts, seems to have been very low in the social scale. Mr. Herndon calls them by the dread name of 'poor whites,' and gives an unappetizing sketch of them.

"Rough, coarse, low, ignorant, and poverty-stricken surroundings were about the child."

Strange to say, that Morse, after having discredited Herndon, as the publisher of "unsupported gossip, though perhaps with more of malice than of faith," not only quotes the discredited Herndon regarding the family of Lincoln's mother, but adds thereto his own disparaging comments.

After the tragic death of Abraham Lincoln, the history of the Lincoln family in America was traced from Samuel Lincoln, who came to America in 1637, through seven generations of Lincolns to President Lincoln. The genealogy of the Hanks family from whom Nancy Hanks, the mother of the president, was descended, was traced and compiled by Mrs. Caroline Hanks Hitchcock (herself a member of the Hanks family), who traced through the records in the several states the history of the family, from the arrival of Benjamin Hanks in America in 1699, to the marriage of Nancy Hanks to Thomas Lincoln, on June 12, 1806, at the home of Richard Berry, near Beechland, Washington county, Kentucky, and the birth of her great son, Abraham Lincoln, born on February 12, 1809, near Hodgensville, in what is now La Rue county, Kentucky.

Much of the laborious, painstaking work in this long-continued and wide historical research, which began in 1894 and was completed in 1900, was carried on by McClure, Phillips & Co., with the assistance of the Lincoln Memorial Association. The author employed to compile and edit the evidence thus gathered at great cost of both time and money was Miss Ida M. Tarbell. The completed result is to be found in the two volumes, "Life of Lincoln," by Ida M. Tarbell, a work which should be in every American public library.

With the view of moving you, teachers and pupils, loyal Americans, to read and investigate this all-American subject for yourselves, within the limited time to which I must necessarily restrict myself, I will endeavor to give a very brief synopsis of the Lincoln family history, paternal and maternal.

Samuel Lincoln came to America in 1637, at the age of 18 years, and landed at Salem, Massachusetts, where he became an apprentice to Francis Lawes, a weaver, remaining until he was 21, when he made his way on foot through the wilderness to the hamlet of Hingham, Massachusetts. At Hingham he married and of the union were born ten children, four of whom were sons. Among the descendants of Samuel Lincoln's sons were many prominent citizens. One was a member of the famous "Boston Tea Party"; three served during the Revolution on the brig Hazard; one, Levi Lincoln, a grandson of Samuel, was a member of the Continental Congress, attorney-general of the United States under Jefferson, and in 1811 was appointed a justice of the supreme court, a position he declined. Enoch Lincoln, a son of Levi Lincoln, served in congress from 1818 to 1826. The fourth son of Samuel was Mordecai. He was a blacksmith and proprietor of numerous iron works, saw mills, and grist mills. He died in Massachusetts, leaving a large estate to children and grandchildren. This Mordecai had five children, the eldest, Mordecai Jr.; who at the birth of his eldest son, John, moved from Massachusetts to New Jersey, afterwards to Chester, Pennsylvania, and later to Berks county, Pennsylvania. He became rich and left a large estate to his children. The descendants of this Mordecai's children have continued in Pennsylvania to be prominent and well-to-do people.

John, eldest son of Mordecai Lincoln Jr., received from his father 300 acres of land in New Jersey. About 1758, John Lincoln sold his Jersey land and moved to Virginia, and became known as "Virginia John." John Lincoln had five sons, named, respectively, John, Thomas, Abraham, Isaac, and Jacob. Jacob Lincoln was in the Revolutionary War, and served as a lieutenant at Yorktown.

To his third son Abraham, John Lincoln conveyed 210 acres of land in Rockingham county, Virginia.

Abraham sold his land in Virginia and went to North Carolina, where he married Mary Shipley, and by her had three sons, Mordecai, Josiah, and Thomas. The youngest son, Thomas, was born in 1778. In 1780 or 1782, Abraham Lincoln joined the procession of adventurous people moving continuously over the old "Wilderness Road" into Kentucky. In Kentucky he became a landed proprietor, owning 400 acres on Long run in Jefferson county, 800 acres on Green river, and 500 acres in Campbell county. He settled on the first-named tract, where he undertook to clear a farm. In 1784, while at work in the clearing, attended only by his youngest son, Thomas, he was fatally shot by an Indian. The eldest son, Mordecai, coming upon the scene with his rifle, shot and killed the savage, just as the latter had picked up little Thomas to

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Ladies' Muslin Drawers, regular $1.25. On sale at.....69c

Lawrence Bloomers, pink and white, reg. and extra sizes, $1.25 value..69c

Ladies' Fine Muslin Night Gowns, embroidery and lace trimmed, regular $1.50. Special 98c

Ladies' Muslin Skirts, made with wide embroidery flounce and dust ruffle, $1.50 val. Specially priced at..98c

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Children's Flannelette Night Gowns, $1.50 value. On sale at 98c

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A well-boned corset: good weight; low and medium bust for the average figure. Sizes 19 to 28.....$1.50

A high-bust Corset, long-waisted and full-figure model $2.50

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Women's Durham Hose, black, white and brown, reg. 35c. On sale at..19c

Ladies' Pure Thread Silk Hose, all colors, reinforced heel and toe, full garter top, $1.50 val. On sale at..98c

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1000 Ladies' Waists—Fancy lawn, lace and embroidery trimmed, voiles, plain and silk striped madras, $2.50 to $3.50 values. Your choice...$1.59

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Women's Gingham Kitchen Aprons—Large size, some with pockets and bib. Special 49c

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Boys' Percale Blouses—Regularly $1.45. Special at 98c

Girls' Can't Bust 'Em Peg-Top Play Suits; all the rage—sizes 1 to 8 yrs. Regular $1.75. On sale.....$1.29

Regular 25c Children's Stockings, in black and brown. Now, pair.....19c

Boys' Heavy Gray Ribbed Union Suits, $1.75 value—Specially priced at 98c

Boys' Extra Heavy Blue Bib Overalls. Regularly $1.25. Reduced to 89c

DOMESTICS

Sheets, extra quality, 72x90, regularly $1.50. Sale 98c

Pillow Cases to match, 45x36, regularly 50. On sale.....35c

Full size Glass Towels, regularly 20c. Specially priced 10c

Cheesecloth. Special, per yard....5c

Fancy striped and figured Flannelette, 25c value. On sale at, yard..15c

Large size Linene Hand Towels, regularly 25c. On sale.....15c

Best grade of Bleached Heavyweight Canton Flannel. Yard 29c

Genuine Indian Head Pillow Cases, 45x36. Specially priced at, each..59c

CUT YOUR GROCERY BILL IN TWO

10,000 lbs. Pure Cane Sugar on sale this week.

Waldorf Toilet Paper.....9½c

Schilling's Best Coffee, 1 lb.....42c

Crystal White Soap, 5 bars.....27c

Babbitt's Cleanser 5½c

Sperry and Globe Al Best Flour, 10-lb. sack 65c

Best Fancy Onions, sack.....$1.19

Hill's Coffee, lb. 30c

TREE TEA

We offer the well-known and ever-popular **Tree Tea,** Java, Ceylon, India and Black, 8 and 16-oz. pkgs.; specially pricedfor the week at, lb..53c

ELECTRIC LIGHT GLOBES

Electric Light Globes; 15 to 40 watts 29c

MEN'S DEPARTMENT

Men's Cotton Ribbed Shirts and Drawers, fleece lined. Regular $1.25. Special, garment 75c

Men's Work Shirts, in gray and blue chambray, black drill, black and white stripe and hickory, $1.50 vals. Your choice 98c

Khaki Flannel Shirts—Military collar, 2 pockets, $2.75 val. Now..$1.59

Heavy Can't Bust 'Em Blue Bib Overalls. Specially priced at...$1.49

Men's Jersey Wrist Gloves, leather palm—75c value. On sale at....39c

Men's Ribbed Union Suits, extra heavy gray fleece—$3.00 value. Special at $1.89

Men's Heavy Flannelette Pajamas, ex. quality; $3.50 vals. Special.$2.39

Men's Lisle Garters. Regular 25c, now 19c

Men's Worsted Dress Pants—Regular $4.00. On sale at $2.79

Men's Large White Handkerchiefs. Reg. 2 for 35c. On sale at.....9c

Men's Fancy Cotton Sox—All colors; 20c value. Special at, pair.....10c

Genuine President Suspenders ...39c

Latest Soft Silk Collars. Regular 50c. On sale at 29c

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Prince Albert, Tuxedo, Velvet and Edgeworth Tobacco, 17c size, can.. ..... 12½c

Chesterfield, Camel and Lucky Strike Cigarettes, 20 to pkg. 15c

El Wadora Cigars, reg. 7½c....5½c

Union Leader, Pedro and Dixie Queen Tobacco, 14-oz. lunch box 79c

Climax Chewing Tobacco, regularly $1.00 .....73c

Tuxedo, Edgeworth and Prince Albert Tobacco, 16-oz. cans, all at, each.$1.19

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Sash Cord, for windows and clothes lines, reg. 3c. Sale price, per foot..2c

Sad Irons, detachable handles. Each $1.00

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Water Tumblers. Special 7c

Shinola Shoe Polish, all colors, regularly 10c 8c

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carry him off as a prisoner. This Thomas afterward became the father of President Lincoln.

Mordecai, the eldest son, inherited his father's landed estate, and his widowed mother made her home with her youngest daughter, Nancy, wife of Ralph Crume. Thus the youngest son, Thomas, was left at an early age to shift for himself, without property or education.

He grew up on the frontier, and for several years worked at rough farm work. Before Thomas Lincoln had reached the age of 21 years he made his way to eastern Tennessee, where he worked on a farm for his uncle, Isaac. Upon his return to Kentucky he entered as an apprentice in the shop of Joseph Hanks, his cousin, where he learned the cabinet-maker's trade, and while thus engaged he became in love with the sister of his employer, Nancy Hanks, who in the course of time he married. After his marriage in 1806, Thomas Lincoln settled in Elizabethtown. His home was a log cabin, but at that time few people had anything else, so that the home of Thomas Lincoln was as good as most of his neighbors. He was sufficiently respected by the public authorities to be appointed, in 1816, a road surveyor, or as the office is known in some localities, supervisor. It was at Elizabethtown the first child, a daughter, was born to Thomas and Nancy Lincoln. Soon after the birth of their daughter, Thomas Lincoln moved to a farm he had bought in 1803, three miles from Hodgensville, and about fourteen miles from Elizabethtown. Here he was living when, on February 12, 1809, his second child, a boy, was born. The little boy was called Abraham after his grandfather—a name which persisted through many preceding generations in both the Lincoln and Hanks families.

The home into which Abraham Lincoln came was the ordinary one of the poorer western pioneers—a one-roomed cabin with huge outside chimney, a single window, and a rude door. Doctor Graham, than whom there is no better authority on the life of that day, and who knew Thomas Lincoln well, declares energetically that "It is all stuff about Tom Lincoln keeping his wife in an open shed in a winter. The Lincolns had a cow and calf, milk and butter, a good feather bed—for I have slept on it. They had home-woven coverlids, big and little pots, a loom and wheel. Tom Lincoln was a man and took care of his wife."

Others who knew him testify that he was a man of great native reasoning powers, and, like his illustrious son, with a marvelous talent for entertainment by "spinning yarns."

The Hanks family was founded by Benjamin Hanks, who came to America in 1699, and settled at Plymouth, Massachusetts. Benjamin Hanks had eleven children, one of whom, William, went to Virginia, settling near the mouth of the Rappahannock river. This William Hanks had five sons, four of whom, about 1750, moved to Amelia county, Virginia, where, according to old deeds unearthed by Mrs. Hitchcock, they owned nearly one thousand acres of land. Joseph Hanks, the youngest of these sons, married Nancy Shipley. This Nancy Shipley was the daughter of Robert and Rachel Shipley of Lurenburg county, Virginia, and a sister of the Mary Shipley who married Abraham Lincoln, grandfather of President Lincoln. A third sister, Lucy Shipley, married Richard Berry.

About 1789, Joseph Hanks and a number of his relatives in Amelia county, Virginia, moved to Kentucky, and settled near what is now Elizabethtown, where he remained until his death in 1893. Soon after the death of Joseph Hanks, his wife died and the family was scattered.

The youngest of the children, then left fatherless and motherless, was a little girl called "Nancy," who was at the time but nine years old, and a home was found for her with her mother's sister, Lucy Shipley, wife of Richard Berry.

Joseph Hanks left a will, which is of record at Bardstown, Kentucky. This will shows that, at the time of his death, Joseph Hanks had eight living children, to whom he bequeathed property. The youngest of these was "My daughter Nancy," as the will puts it. This reference in the will to "My daughter Nancy" is record proof that Nancy Hanks was the legitimate daughter of Joseph Hanks. Subsequent records show that this Nancy Hanks married Thomas Lincoln and became the mother of our great president, Abraham Lincoln.

It appears from history that in two states, if not in three, there were four families intimately associated, who were also associated by marriage. They were the Lincolns, Hanks, Berrys, and Shipleys.

Abraham Lincoln Sr. married Mary Shipley, Joseph Hanks married Nancy Shipley and Richard Berry married Lucy Shipley, three daughters of Robert and Rachel Shipley. Therefore, Thomas Lincoln and Nancy Hanks were first cousins; and Thomas Lincoln married Nancy Hanks from the home of her uncle, Richard Berry, and the Richard Berry Jr. who signed the marriage bond of Thomas Lincoln and Nancy Hanks was a first cousin to both the bride and bridegroom.

The life of these heroic men and

(Continued on next page, col. 5.)

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LEGISLATURE IN SESSION THIS WEEK

State Budget is Matter for Careful Consideration

By GEO. S. TURNER.

Sacramento—The re-assembling of the legislature after recess finds the administration very confident of carrying its program and enacting the new King bill. It will be recalled that the bill which Senator King introduced before adjournment, when the measure was defeated in the Assembly included the figures exactly as recommended by the State Board of Equalization, which are several points higher in every case, than those in the defeated measure, consequently if the new bill be enacted the corporations affected will have to pay more money to the extent of many thousands than they would have had to pay had they accepted the bill that passed the Senate.

The Administration believes that it will hold all the votes it had before the recess in both the Senate and the Assembly and that the Governor has more than won his two extra votes in the lower house. Nevertheless, as was stated in this correspondence last week, the Administration is taking no chances, and orders have been sent out to every county tax collector in the state, to be prepared to collect the direct tax of $2.20 per hundred if the King bill is again defeated.

I understand that there will be few, if any, further hearings on the bill by the Committee, as it is probable that every one has heard of the subject who is interested and that therefore no further discussion is needed. The opposition may try to delay matters until after the date in March when the law must go into effect, but if they try that plan the Administration will introduce and force through the 22 cent tax.

There the Administration has the same advantage that the corporations have in fighting the King bill. To change the rate takes a two-thirds vote, and therefore the Administration must have twenty-seven in the Senate and fifty-four in the Assembly, but to pass a direct tax of the people requires only a majority vote or twenty-one in the Senate and forty-one in the Assembly, and that the Administration can easily control. Evidently some one in putting the two-thirds provision in the Constitutional amendment under which the corporations pay the state tax, slipped an African into the wood pile, and a very wooly one at that.

Taxing the People is Easier Than Taxing Corporations.

Taxing the people is a far easier job than taxing the corporations, and requires only half as many votes. In the controversy that will certainly arise if the King bill be again defeated, that fact is sure to be brought prominently to the front.

As the readers of this correspondence are aware the Budget that is now before the Legislature proposes an expenditure of $81,000,000 in round numbers for the next two years. Of that sum over thirty millions are an increase over the estimate for the previous biennial period. Of that increase $18,000,000 was voted by the people and the balance was added by the Budget Board.

To most people that would seem a sufficiently large increase in two years especially as the price of every thing is falling and the amount in all probability will mean in actual purchasing value fifty per cent more than it would have meant this time last year. An increase of twelve million dollars, when the people who must pay the twelve millions are getting far less for their produce and labor than they did twelve months before would seem to be a sufficient burden to impose on them, but the State Controller, who is an expert at making estimates and at gauging the demands and acts of public officials thinks that the Legislature is more than likely to exceed the Budget Board's estimate, and he points out that only once in the last ten years has the Legislature kept within the amount set by the Budget Board. That he says was in 1915. The next session went over the top of the Budget Board's estimate by $3,000,000 and the last session added $10,000,000 to the estimate for that session.

State Controller Estimates State Expenses Will be Near $90,000,000.

Mr. Chambers thinks the present legislature is certain to exceed that Budget by from two to five millions and that therefore the deficit to be met will be from $17,000,000 to $20,000,000. In other words the Controller is of the opinion that when the legislature adjourns the expenses of the state as fixed by it for the next two years will not be far from $90,000,000.

As against that immense sum the Controller figures that by adopting the measures proposed by the Governor for the purpose of consolidating the government of the state, a million could be saved. But that saving seems inconsequential compared to the ninety millions of expense. The difference that it will make in the tax rate will be but a trifle, so that even if the King bill is passed a number of other taxes will be necessary. The proposed tax on gasoline is one. It is well, however, to remember that while the consumption of gasoline is increasing by leaps and bounds in this state, the product is falling lower and lower, and that the United States Geological survey estimates that our storage of oil is about one-third exhausted. Our wells are not producing on an average over one-quarter the product of the past per well per day, and therefore we are today importing into California a very large amount of the gas we use. Meantime we are buying tractors and automobiles and using, as has been said, more and more gasoline.

That means that the price of gasoline is going to rise and continue to get higher and higher, year by year, and that therefore the running of automobiles, trucks, etc., is going to get more and more expensive. If then the legislature puts a tax on gasoline and to that adds an increased tax—as is proposed—on the machines themselves, it is evident that the use of automobiles is going to become such a luxury in the state that many can not afford it, and that will mean fewer machines and less gas and less revenue from the tax on gasoline. That is a proposition that the legislature must consider, and besides any policy which makes owning a machine impossible, is not going to be very popular in a state where every fifth person owns one of the joy riders.

Whatever policy the legislature follows in increasing taxation is going to be unpopular, of course, and it will bring home directly to the people the immense cost of the state government, and the wise ones around the Capitol believe that there will be a demand by the taxpayers that the continual increase in expenses shall cease, and that the cutting shall be more drastic than the million that it is now proposed to save.

Repeal of the Indeterminate Sentence Law to be Considered.

One of the coming contests that is likely to be very warm is the repeal of the indeterminate sentence law. The Prison Commissioners want it retained, of course, as it places a very large power in their hands and they claim that they have administered it faithfully. Curiously enough the advocates of repeal do not deny that statement but they take the ground that it is not the administration of the law that is at fault, but it is the hope that it holds out to the criminal, that after all, if he gets "pinched and sent up" he will be paroled in a few years and all will be well again. The continual demand for the parole of Mooney, and the other alleged dynamiters is cited as a case in point. If the law was not as it is, the endless demand for paroles in their cases would not be made. It is pointed out that where an injustice has been done, or a prisoner for some reason should have his term shortened the Governor always has the power to do justice. They believe that if when a man was sent up for a long time, as in the case of the so-called San Francisco gangsters, and he had no hope of getting out, and understood that his release was extremely unlikely and then only under unusual circumstances that many who care nothing about going to San Quentin for a few years would hesitate about taking the greater chances.

The efforts to raise a fund of $200,000 for the anti-Japanese campaign are progressing very satisfactorily and all the money needed will no doubt be subscribed. It is to be collected in the shape of a dollar fee for admission into the anti-Japanese society.

Japs Are Spending Money in the East for Propaganda in Their Favor.

The money will be used for propaganda work in the East where the Japanese are spending large sums in an effort to persuade the people of the Atlantic Coast and the Mississippi Valley that they are very desirable citizens and should be accorded full rights of citizenship. They are also carrying on a very active campaign in Congress and especially in those states which look upon the subject with indifference, in the hope that they will secure votes enough in the Senate for a treaty that will nullify the laws adopted last election by the voters of this state.

The danger of their success is said to be greater than is realized on this coast, and it is proposed to actively enlist the entire white population in the effort to counteract the propaganda. Those who have friends and relatives in the East are to be asked to write and ask them to influence their congressmen and senators to stand for keeping this a white man's country. The news from the East is that the treatment that all American visitors to Japan has been such that those who are coming home are anti-Japanese and are spreading the propaganda from the California side of the controversy. Yet as State Controller Chambers, who is leading the fight, recently remarked, it is a curious condition of affairs when one section has to try to persuade its own people not to place it at the mercy of foreigners. The fact that Americans have to fight for their own homes against foreigners in America is certainly a peculiar condition of affairs.

The report of the Inman Committee which has been investigating the Railroad Commission is to be made to the Legislature soon. There is no danger that the Legislature will attempt to abolish the Commission, or seriously to curtail its powers, in fact no one would be surprised if its power was increased.

The complaints that have been made have none of them been serious in the opinion of those who have followed the daily hearings, and are largely due to the fact that the decisions of the Commission were not such as the complainants wanted. It is objected that while the corporations can present a mass of figures when they appear before the Commission, prepared by its regular corps of employes always on to their job, the people must employ special agents to secure the same data. There is a certain amount of truth, no doubt, in that allegation, but on the other hand the Commission claims that it examines the case with its own experts before rendering a decision and that therefore the public is fully protected.

Brute!

"Here's a man who died because he loved a woman," said Mrs. Gabb, as she looked up from the newspaper she was reading. "That's what I call a hero."

"Huh!" growled Mr. Gabb. "He may have been a hero, and then again, he may have been a co-respondent."—Cincinnati Enquirer.

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Every dollar you earn represents a certain number of hours of your labor. It is labor in condensed form, convenient to exchange for the products of the labor of others, or to hold in storage for use in later years when your strength fails.

Put away a part of today's work—of tomorrow's work—of every day's work, now, while you have earning capacity. Your stored labor will support you in comfort in a few years.

Can you save a dollar every day to put in the bank? Or 50 cents? Or 25 cents? If so, you ought to be doing it. It's a pity to waste all the work of these good years, but many are doing it.

Be wise and bank a part of the earnings of each day.

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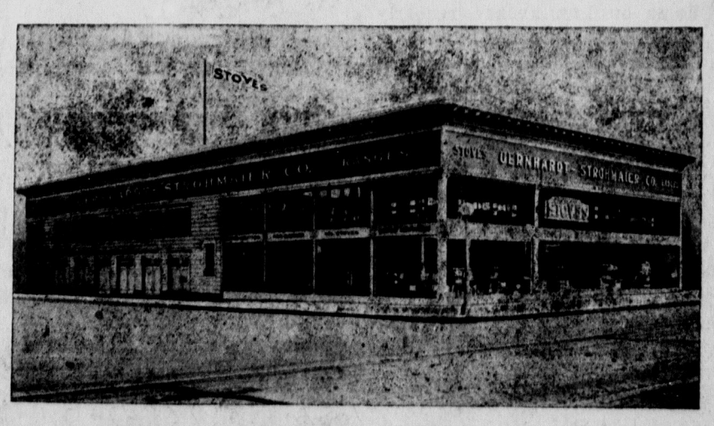

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LOCAL HAPPENINGS IN SOUTH SAN FRANCISCO

E. Morten returned recently from a trip to Los Angeles.

* * * *

Miss Eleanor Hynding has been ill with grip the past week.

* * * *

The little daughter of Mr. and Mrs. R. Dorn has been ill with mumps.

* * * *

Miss Viola Wermie of Oakland was visiting friends in this city Tuesday.

* * * *

Mrs. H. H. Hicks spent several days this week visiting her mother at Berkeley.

* * * *

Miss Leeta Clinton is visiting at the home of her sister, Mrs. Viola Cole, at Vallejo.

* * * *

Mrs. George Britton and son spent Saturday at Mrs. Britton's ranch at Sunnyvale.

* * * *

Miss Stella Dorn of Hollister is visiting her brother, R. Dorn of this city.

* * * *

Mrs. W. Roberts spent several days this week at the home of her parents in Berkeley.

* * * *

Miss Ruth Snyder was confined to her home several days the past week with the grip.

* * * *

Miss Juanita Dean is visiting at the home of her sister, Mrs. M. C. Ferron, in this city.

* * * *

Mrs. Tom Belloni and little son have returned from Davis after visiting for some time with relatives.

* * * *

Miss Anita Cohen, Miss Angelina Doyle, Sam Zucco and Joe Kent motored to Sacramento Tuesday.

* * * *

Miss Sylvia Doak spent Washington's birthday at her home. She is attending the university at Berkeley.

* * * *

Mr. and Mrs. C. W. Smith and little daughter, Ethel, spent several days this week visiting Mr. Smith's parents at Santa Rosa.

* * * *

Mr. and Mrs. E. C. Peck attended an anniversary dinner Tuesday evening at the home of Mr. and Mrs. Benjamin Goodwin of San Francisco.

* * * *

Mrs. Caroline McIntosh returned returned Sunday from a two weeks' visit at the home of her daughter, Mrs. S. L. Strong, of Woodside.

* * * *

Dr. and Mrs. T. C. Doak spent Sunday at Napa with F. M. Doak and D. P. Doak, brothers of Dr. Doak. D. P. Doak is seriously ill.

* * * *

Dr. and Mrs. J. C. McGovern, George Kneese, Mr. and Mrs. A. P. Scott and family and John Zaro motored to Livermore Sunday.

* * * *

Edward Witherby, electrician at the Western Meat Company's packing house, has moved his family from Belmont to this city. They are now living at 410 Commercial avenue.

* * * *

Mrs. John F. Mager is spending a monuth at the home of her father, Dr. Mulchahy, in San Jose. Mr. Mager is on a business trip to Arizona for the San Francisco Cattle Loan Company.

* * * *

Mrs. A. Hynding and children and Mr.and Mrs. George Roll motored to Santa Clara Tuesday to spend the day with Mrs. George Roll Sr., it being the forty-fifth anniversary of Mr. and Mrs. Roll's marriage.

* * * *

Mr. and Mrs. Ed Kauffmann attended a card party and dance Tuesdayday evening at the Masonic Temple in San Francisco. The affair was given by the San Francisco Commandery, Knights Templar.

* * * *

Mr. and Mrs. Tom Allen, who sold their home on Lux avenue recently and moved to San Bruno, have purchased a home on Miller avenue from W. Davis and will return here to make their home in the near future.

* * * *

Dr. H. H. Hicks will leave today (Friday) for Sacramento, where he will spend several days on business. Dr. Hicks is federal inspector of the Swanson packing house. After his businuess is finished, Dr. Hicks will take a hiking trip through Fair Oaks to see the fruit blossoms.

Those who surprise you with one extraordinary epigram and no more, probably borrowed it.

A man is foolish to borrow trouble when there are so many people anxious to give it away.

Places you'll want to visit when in San Francisco

DIRECTORY AND AMUSEMENT GUIDE

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For the Week Beginning February 27

Drama, Vaudeville, Motion Pictures, Hotels and Cabarets

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Week of Feb. 28th,
"THE SWEETHEART SHOP"

ALCAZAR
O'Farrell St., bet. Powell and Mason
Week of Feb. 27th,
"JENNIE, THE LADY"
By Owen Davis
Every Evg.—Mats. Sun., Thurs., Sat.

CURRAN
Week of Feb. 28th,
Greenwich Village Follies
Original Greenwich Village Theater Company, with James Watts, Ted Lewis, "the Jazz King"; Al Herman, Sylvia Jason, Verna Gordon, Hickey Brothers, and the 20 Famous Artists' Models.

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Week commencing Feb. 28th,
George Bernard Shaw's
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Every night at 8:30, except Sunday Tuesday and Sat. Matinee at 2:30 Box office open from 9 a.m. to 10 p.m. Phone Kearny 2520

PANTAGES THEATER
Week of Feb. 27th,
Ted Shawn presents the Denishawn Dancers in
"JULNAR OF THE SEA"
Lew Cody in "Occasionally Yours," a feature film

ORPHEUM
Week of Feb. 27th,
VAUDEVILLE
With Annette Kellerman (herself) in final week with different act; "For Pity's Sake," with Tom Duray; Hampton and Blake; Albertina Rasch in famous ballets and other vaudeville features.
Matinee 2:15 Evening 8:15
Mats. 25c to $1 Eves. 25c to $1.50

HIPPODROME
Week of Feb. 27th,
FIRST RUN PICTURES AND VAUDEVILLE

RIALTO
Week of Feb. 26th,
May Allison in
"HELD IN TRUST"
Rialto Concert Orchestra

PORTOLA
Week of Feb. 27th,
Dorothy Gish in "The Ghost in the Garret" and
Mack Sennett two-reel,
"On a Summer's Day"

VALENCIA THEATER
Valencia St., Bet. 13th and 14th
Home of the Mission Co-operative Stock Company. Phone Park 610
Prices—Eves. and Sun. Mats., 44c, 25c, and 11c. Boxes 65c.
Wednesday Bargain Mat.—Prices 25c, 11c. Boxes 44c.

IMPERIAL
Week of Feb. 27th,
"WHAT'S WORTH WHILE"

FROLIC THEATER
Week of Feb. 27th,
Carmel Myers in "The Mad Marriage"
Century comedy, "Fire Bugs"
Eddie Polo in "King of the Circus"
International News.

NEW FILLMORE NEW MISSION
The Theaters Beautiful
SUPER-ATTRACTIONS
Strachan's Orchestra at the New Fillmore
Waldemar Lind's Orchestra at the New Mission
Feature Starts 12:55, 3:10, 5:20, 7:45, 9:50.

CALIFORNIA
Week of Feb. 27th,
"Fatty" Arbuckle and Betty Ross Clark in
"BREWSTER'S MILLIONS"
California Orchestra, Herman Heller, Director.
Pathe News—Screen Topics

EDISON THEATRE
Powell Street. Near Market
Week of Feb. 27th,
Feb. 27-28—Special cast in "So Long, Letty."
March 1-2—All-star cast in "The Hope."
March 3-4-5—Norma Talmadge in "The Branded Woman."
A comedy with very program.

STRAND THEATER
Week of Feb. 27th,
William Farnum in
"THE SCUTTLERS"

TIVOLI
Week of Feb. 27th,
"OUTSIDE THE LAW"
Marcelli and the Tivoli Orchestra

Newman's College Theater
Market St., Near Seventh
Week of Feb. 26th,
"DEAD MEN TELL NO TALES"

NEW LYCEUM
Mission St., Bet. 28th and 29th
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At Least, Not Recorded.

A minister was examining the children of a Sunday school in their knowledge of Bible characters, and began:

"Who was the first man?"

"Adam," they all answered in chorus.

"Who was the first woman?"

"Eve," they all shouted.

"Who was the meekest man?"

"Moses."

"Who was the meekest woman?"

Every one was silent. Finally a little hand went up and the minister asked: "Well, my little man, who was she?"

"There wasn't any," asserted the boy.

Nothing pleases the modest man more than being detected in the act of doing a good deed.

Lazy men bump up against a lot of criticism, but they usually live long and contented lives.

The Combine.

Upton Sinclair said at a Pasadena tea:

"In this matter of the high cost of living there is one thing which we all have got to do. That is this: When a dealer—"

Here Mr. Sinclair struck the tea table a resounding whack with his fist.

"When a dealer asks us an exorbitant price for an essential article then—"

The novelist's eye flashed, and he squared his jaw resolutely.

"Then there is nothing for us to do but leave the rascal's shop and buy the essential article from another dealer on the same exorbitant terms."

A man may be quite generous and still heave a sigh every time he makes a contribution.

Faith is the root of all good works; a root that produces nothing is dead. —Bishop Wilson.

No "Gowfer."

Lord Haig confesses that whatever conceit he may have had regarding his prowess on the golf links was killed by the remark of a professional at St. Andrews, who had watched him play.

"Weel, sir," he said, at the end of one round, "it's a guid job for us a' that ye're a better sodger than ye are a gowfer."

There's one peculiarity about women —the more a man knows about them the more he has to learn.

It's a wise child that knows its own mother in these days of rouge, short skirts and high heels.

A boy doesn't "grow into manhood"—he leaps into it.

Grand opera gets the praise, but the movies get the money.

Read our ads before buying.

Gossip.

Miss Elisabeth Marbury was discussing the sad case of a young woman who had drowned herself on account of gossip.

"Whatever the girl may have deserved," she said, "she didn't deserve to be gossiped about in this cruel fashion.

"When I think of the harm gossip does," she ended, "I come to the conclusion that half the world retails gossip while the other half wholesales it."—Indianapolis News.

HISTORY OF LINCOLN FAMILY.

(Continued from page 13.)

their intrepid associates, who, with such leaders and captains as Boone, Robertson, Sevier, Campbell, and George Rogers Clark, carried American civilization from the Atlantic seaboard, over the mountains, through the dark and bloody grounds of Kentucky and Tennessee forests, to and across the broad plains of the Illinois country, constitutes the great American epic, which awaits yet to be worthily told; and when it is told, the names of the Lincolns and the Hanks will be there, undimmed and unsullied by the feeble and foolish efforts of such as Herndon or Morse. I will conclude as I began, with a great tribute, spoken by a great man. It was spoken in the room where Abraham Lincoln died, slain by the bullet of a wretched assassin. There were present in that room when Abraham Lincoln died, his son, Robert Lincoln; Secretaries Stanton, Wells, and Usher; Attorney-General Speed, Senator Sumner, John Hay, Doctor Gurley, and several physicians and friends. There was a prayer, and then the solemn voice of the great war secretary, Edwin M. Stanton, broke the stillness, with the words: "There lies the greatest leader of men the world has ever known. Now he belongs to the ages."